

# City of Miskolc

Hungary



## 1. Introduction

Miskolc is the largest city of North Hungary and center of Borsod-Abaúj-Zemplén county. After Budapest, Debrecen and Szeged, it is the fourth most populous city. Miskolc had 168,075 inhabitants in 2011.

The town is situated on the east side of Bükk Mountains and in the valley of Szinva and Hejő creeks, bordered on the west side by the river of Sajó and the great plain, in the meeting point of different natural landscapes and high biodiversity. The territory of Miskolc is 236.68 km<sup>2</sup>, of which 58.02km<sup>2</sup> is the urban area, 178.66km<sup>2</sup> is the periphery. The width of the inner part on east-west direction is 19 km, on north-south direction is 10 km. The difference between the highest and the lowest point of the entire urban area is about 600 meters.

The area of Miskolc was inhabited since the ancient times. It is the oldest inhabited area of Hungary and one of the oldest inhabited areas of Europe (paleolithic artifacts demonstrate more than 70,000 years old). In former times Miskolc was a trade center. In the socialist period Miskolc was the second largest industrial city of Hungary. From the 1990s onward the heavy industrial activities began to decline followed by population decline. Nowadays this trend seems to strengthen the role of tourism and culture. Miskolc is the leading city of the North-Hungarian Region. It has a university and functions as regional economic and cultural centre.

The internal and external accessibility of Miskolc is good (by car as well as by public transport). The city is connected

to Budapest and other parts of the country by the M3 motorway and the M30 highway. The train system runs since 1859, there are two railway stations, and a small train (Lillafüred State Forest Railway) runs between Miskolc and Lillafüred. The tram service is in operation since 1897 – as the third of the country- and the regular bus service was the first in Hungary in 1903. Public transport of Miskolc is well organised. Public transport (bus and tram lines in the city) is organized by the Miskolc City Transportation Company. There is a terminal of regional bus lines too. The large airport is not open to the public.

The policy of city transportation is implemented by the City Council through divisions of Urban Planning and City Management. There is a separate department for Transportation, but the existing departments are working together to create the best transportation system regarding ecomobility.

The city has a Transportation development concept which is guiding for all new development in transportation: network infrastructure, cycle roads, public transport, modal centres, traffic regulation, etc. Also the Program for Environment protection and Program for Climate protection affects mobility policy and planning.

The municipal budget for transportation is 740 million HUF (about 2,5 million Eur) and from this 550 million HUF (1,83 million Eur) went to the City Transportation Company (data 2012) as the subsidization of public transport.

Disclaimer: The sole responsibility for the content of this publication lies with the authors. It does not necessarily reflect the opinion of the European Union. Neither the EACI nor the European Commission are responsible for any use that may be made of the information contained therein.

## 2. Process

Because of the personal changes in the management of the EcoMobility SHIFT project, we had some difficulties in starting the pilot. We had no accredited Ecomobility SHIFT adviser assisting us with the self-assessment. None of the group members had been involved in the discussions within the EcoMobility SHIFT project team during the stage of developing indicators, so at times we had some inconveniences in evaluating the indicators. Another problem was the lack of time to prepare the self-assessment.

We created our working group with the control of the head of the Department of City Management and the members were: project manager, experts for environment protection, expert for road safety and transport management, the person responsible for cycle roads, and the director of the City Transportation Company as an external expert. There was no politician involved in the practical part of the project. We collected some documentation and information related to the transportation development, cycle-road development and the tram-system development, etc. in the city before embarking on the actual self-assessment.

The working group members discussed and analyzed together and agreed on the scores. We had three sessions between 26 June and 15 September. The sessions lasted more than three hours. We had to become clear about the aim of the project first, than to understand the structure of indicators, as well as the self-assessment process. We divided the tasks for collecting the data and we had to prepare the self-assessment. For some indicators we could not produce the data or information required (modal split, information about greenhouse gases, energy consumption of private transport, PT speed). The clearest indicators for us were related to PT, but there were others (under Enablers and Results & Impacts) that we did not have any information on, because in Miskolc this is not being collected.

The external audit took place in the period 12-13th November. The auditor played the role of an advisor, too. It was a great help for us.

## 3. Results

### 3.1 Overall result

Because of the personal changes in the management of the EcoMobility SHIFT project, we had some difficulties in starting the pilot. We had no accredited Ecomobility SHIFT adviser assisting us with the self-assessment. None of the group members had been involved in the discussions within the EcoMobility SHIFT project team during the stage of developing indicators, so at times we had some inconveniences in evaluating the indicators. Another problem was the lack of time to prepare the self-assessment.

We created our working group with the control of the head of the Department of City Management and the members

were: project manager, experts for environment protection, expert for road safety and transport management, the person responsible for cycle roads, and the director of the City Transportation Company as an external expert. There was no politician involved in the practical part of the project. We collected some documentation and information related to the transportation development, cycle-road development and the tram-system development, etc. in the city before embarking on the actual self-assessment.

The working group members discussed and analyzed together and agreed on the scores. We had three sessions between 26 June and 15 September. The sessions lasted more than three hours. We had to become clear about the aim of the project first, than to understand the structure of indicators, as well as the self-assessment process. We divided the tasks for collecting the data and we had to prepare the self-assessment. For some indicators we could not produce the data or information required (modal split, information about greenhouse gases, energy consumption of private transport, PT speed). The clearest indicators for us were related to PT, but there were others (under Enablers and Results & Impacts) that we did not have any information on, because in Miskolc this is not being collected.

The external audit took place in the period 12-13th November. The auditor played the role of an advisor, too. It was a great help for us.

### 3.2 The Enablers: internal municipal processes

Miskolc city collects regularly complaints and analyses systematically 'user needs' related to cyclists and PT users. The inhabitants' needs and reflections are taken into consideration during the planning process. The score on this indicator got reduced because there is no collection of future needs or suggestions. We have the Concept of Transportation Development, strategies for Climate, and for Environment Protection, which can relate to ecomobility, but we have not a clear Strategy for Ecomobility. The Municipality of Miskolc has projects to develop the PT ('Green Arrow') and bicycle lanes.

The city has several systematic and accepted practices for operationalizing cooperation between the departments, but there is no department specialized on city transport. Multi-functional project teams are created to work on improvement of city transportation.

The plans of new investments are widely consulted with the stakeholders – even in an early planning phase. The city uses the feedback obtained during project development in the next planning phase and there are open web-forums for the public too.

Only the Miskolc City Transportation Company performs yearly passenger counting and the result is used during further analysis and planning of lines and stored in a maintained database, but we have no systematic database related to pedestrians and bicycle traffic. Bicycle traffic data is owned and developed by the Miskolc Bicycle Society.

### 3.3 Transport Systems & Services: the measures taken

Miskolc city collects regularly complaints and analyses systematically 'user needs' related to cyclists and PT users. The inhabitants' needs and reflections are taken into consideration during the planning process. The score on this indicator got reduced because there is no collection of future needs or suggestions. We have the Concept of Transportation Development, strategies for Climate, and for Environment Protection, which can relate to ecomobility, but we have not a clear Strategy for Ecomobility. The Municipality of Miskolc has projects to develop the PT ('Green Arrow') and bicycle lanes.

The city has several systematic and accepted practices for operationalizing cooperation between the departments, but there is no department specialized on city transport. Multi-functional project teams are created to work on improvement of city transportation.

The plans of new investments are widely consulted with the stakeholders – even in an early planning phase. The city uses the feedback obtained during project development in

the next planning phase and there are open web-forums for the public too.

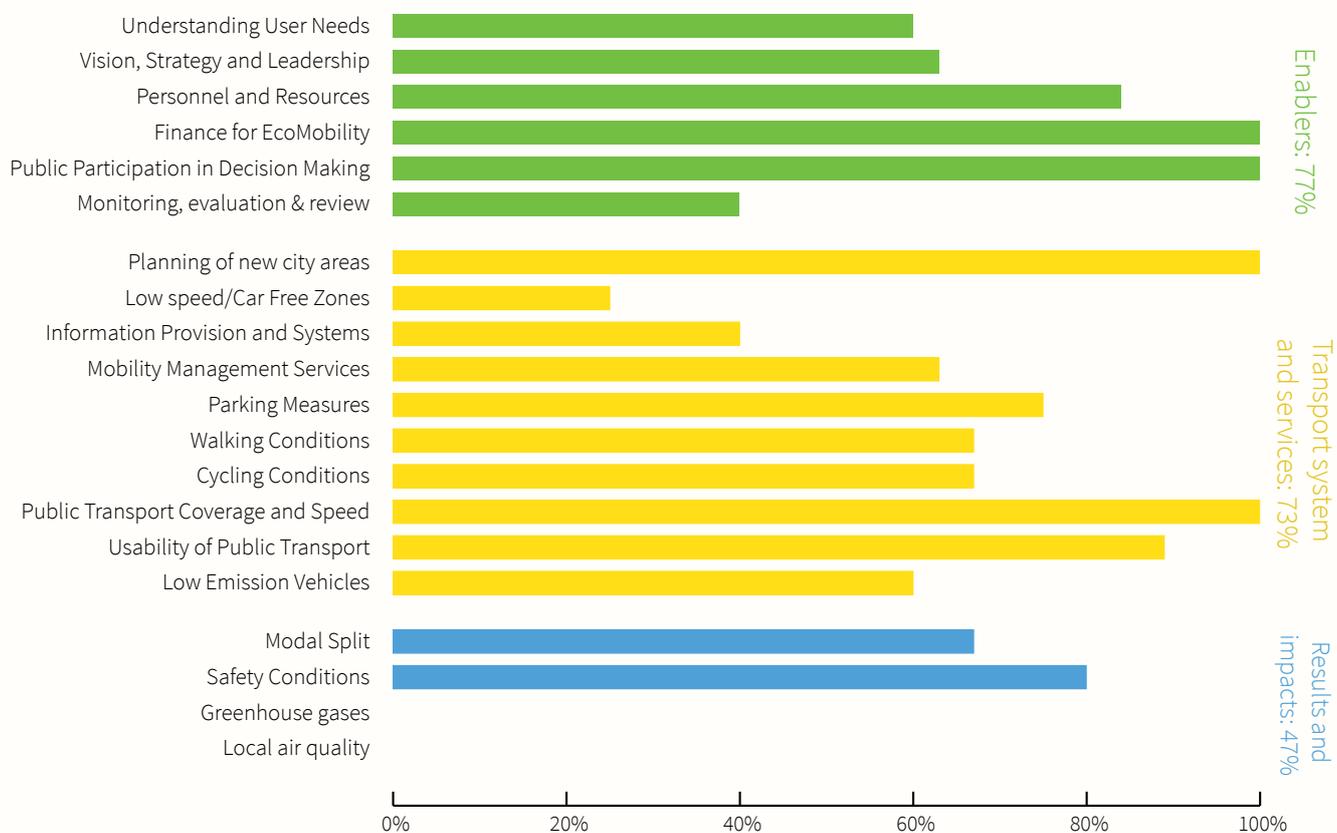
Only the Miskolc City Transportation Company performs yearly passenger counting and the result is used during further analysis and planning of lines and stored in a maintained database, but we have no systematic database related to pedestrians and bicycle traffic. Bicycle traffic data is owned and developed by the Miskolc Bicycle Society.

### 3.4 The Results & Impacts: the long term effects

The number of trips by PT per capita is high. Recent accident statistics show that vulnerable road users are less safe than drivers. In an urban environment we have more pedestrians/ cyclists colliding with vehicles. This is not unusual in an urban area.

The municipality of Miskolc has no data available on modal split. Nor does it have data on private transport energy consumption. We have not regularly collected emission data. According the air quality monitoring measures, the concentrations are stable.

## EcoMobility SHIFT Result for Miskolc, Hungary

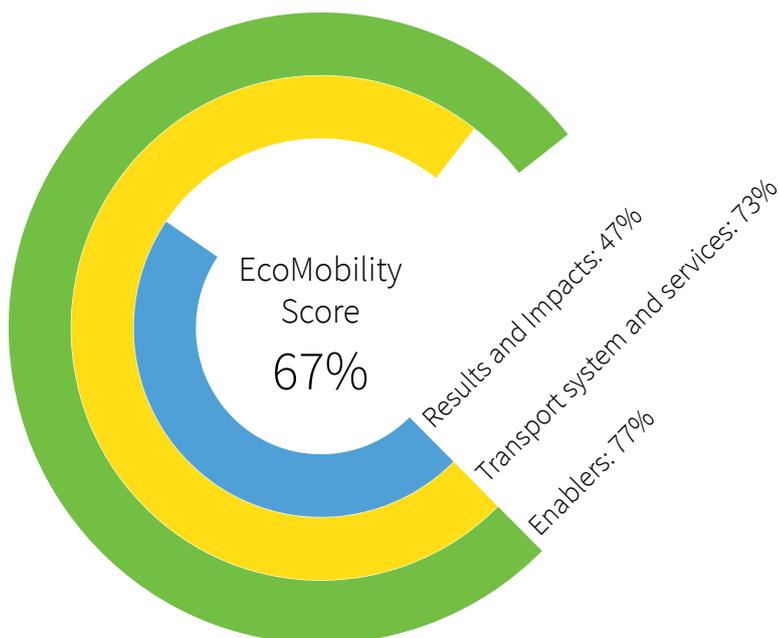


## 4. Evaluation

Miskolc is a developing city with big potential to apply principles of ecomobility. The big investments of the last years (tram line, bicycle lane) are opening the door for politicians and decision makers to reach the vision of a modern city with sustainable transportation.

Municipality of Miskolc is constantly striving to offer the best modality opportunities for citizens. SHIFT audit was a good possibility and a good exercise to obtain more knowledge closed to ecomobility, to collect good practice examples and all these can help for the leadership to develop the best mobility options. The indicators can help to check the improving of sustainable transportation, but our resources are very limited, so the development can be a slowly process.

There was no politician involved in the practical part of the project. The result of the audit has been reported to the city management. It was not the task of the working group to prepare proposals for actions for EcoMobility.



### About EcoMobility SHIFT

EcoMobility SHIFT is a total quality management scheme for cities, with an assessment and an external audit. During the assessment stage, 13 criteria are assessed using 28 indicators. A municipal stakeholder group evaluates the effectiveness of a city's sustainable transport policies and actions in terms of environment, accessibility, safety and equity. It is the first scheme of its kind to include all of the following three elements: the policy environment (Enablers), the actual measures (Transport Systems & Services) and the effects of these on the transport system (Results & Impacts). For each indicator, descriptions of performance levels on a scale of 1 to 5 help the group to discuss and decide using quantitative and qualitative information. The resulting 28 levels of municipal performance are given a weight and grouped into criteria before being added up to an EcoMobility score.

For more information on EcoMobility SHIFT:

Visit us: <http://www.ecomobility-shift.org>

Write to us: [ecomobility.shift@iclei.org](mailto:ecomobility.shift@iclei.org)

EcoMobility SHIFT,  
ICLEI World Secretariat  
Kaiser-Friedrich Str. 7  
53113 Bonn, Germany

#### EcoMobility SHIFT Partners:



#### Project funded by:

