THE CITY

Székesfehérvár
Hungary
99,250 inhabitants

The city of Székesfehérvár, located in central Hungary, is one of the largest cities in the country. Elevation: 118 m, area: 170.89 km2.
The city has elaborated its development strategy for the period from 2010 to 2015. In each of the strategic programs involvement of external capital is assumed beyond the municipality budget and EU supports.
The city has an outstanding ability to attract capitals at a national level. High added value infrastructural conditions are provided.
The City developments of the future serve the needs of spare time sport, student sport, second line sport, and high performance sport alike.
The city is one of the most significant traffic junctions of Transdanubia(railway junction and crossing point of highways), which open new challenges for the sustainable urban transport and mobility.

THE SUMP

With the training support of the BUMP project the drafting of the SUMP has started to promote sustainable transport and mobility in the city, specially the public transport by interoperable systems, intermodal connections and improved service quality towards a liveable, conscious and dynamic European city.

LONG-TERM SPECIFIC OBJECTIVES

The goal is to promote sustainable transport and mobility in the city, especially the public transport by interoperable systems, intermodal connections and improved service quality towards a liveable, conscious and dynamic European city.

MID-TERM GOALS

- Improving the network of public transport, especially fitting to the local needs
- Preparation of the intermodal center and connections
- Improving the service quality and the data base for efficient sustainable mobility
- Integrating and promotion of cycling and walking lanes into the current city transport network
- Improving the transport information system for the public, including environmental data
- Increasing the liveable public spaces, the use of green areas

SPECIFIC INDICATORS

- Reduction in fuel consumption (litres): depending on the infrastructure development, the financial resources and the increase of the public transport needs
- The CO2 reduction has national target, 20% till 2020 (basic year is 1990). The transport share is about 40%.
- The NOx and PM10 emission reduction is according to the WHO standards and the national /local environmental protection target. NOx/ PM10 40µg/m3/year
- Investments connected to the SUMP; - EU TOP resources: a. The intermodal center planning and implementation require EU TOP resources. b. The creation of efficient public transport data base require EU support.
- Road victims reduction is according to the WHO target, which is adapted the national conditions.

MAIN IMPLEMENTATION FEATURES

Context analysis
The data mapping takes longer time and setting up the data base cost some money, he current drafted goals are based on the first context analysis.

Measures to secure horizontal and vertical integration and participation of all main stakeholders
The team of the SUMP preparation is in place and the stakeholder forum is planned to receive feedback on the measures and integrations. Health and environment are important priorities.

Other key points
- New way of planning, environment, economy, social aspects of transport and mobility are integrated
- Joining the European system in sustainable urban mobility plannin
- Promotion of horizontal and vertical integration in the city management
- Livable city, good health and wellbeing (citizens).