Evaluation that matters.
Ways to improve public policies.

XII International Evaluation Conference
Wrocław, 21-22 June 2017

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PRIME MINISTER'S OFFICE

LESSONS FROM TRANSPORT PROJECTS IN HUNGARY

based on ex post evaluations of the 2007-2013 programming cycle

Gyöngyvér Gyene
gyongyver.gyene@me.gov.hu

Head of Evaluation and Planning Unit
PMO, Hungary

Transport Operational Programme - priorities for 2007-2013

Total budget cc. 7.5 billion EUR

1. Improving international access to the country's road network and regional centres (17.6%)
2. Improving international access to the country's rail and waterway network (26.7%)
3. Improving regional accessibility (28%)
4. Linking modes of transport and improving the intermodality and transport infrastructure of economic centres (1.8%)
5. Improving urban and sub-urban public transport (25.5%)

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Focus for most transport evaluations

- Have project and programme objectives been delivered? (yes) How?
- Were projects completed within budget? (no) Why?
- Did projects stick to planned schedule? (no) Why?

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What was achieved: road and railway network expansion

Road:

- Over 1,700 km roads built or reconstructed
- 128,3 km TEN-T roads

Railway:

- **322 km reconstructed TEN-T railway** (to 225 kN axel load)
- 27 km second track TEN-T developments
- **GSM-R system developments for 935 km** (still in implementation phase)

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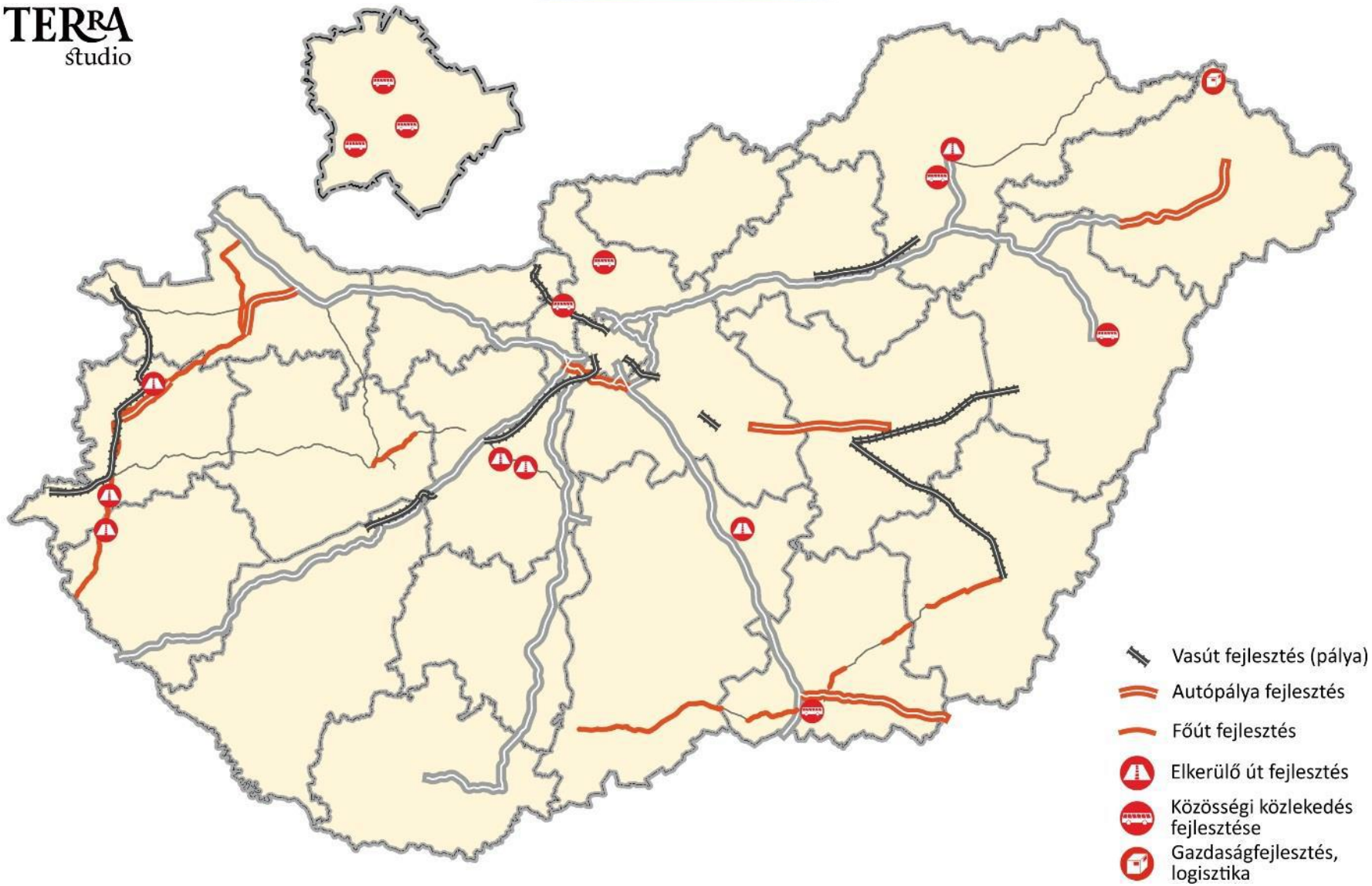
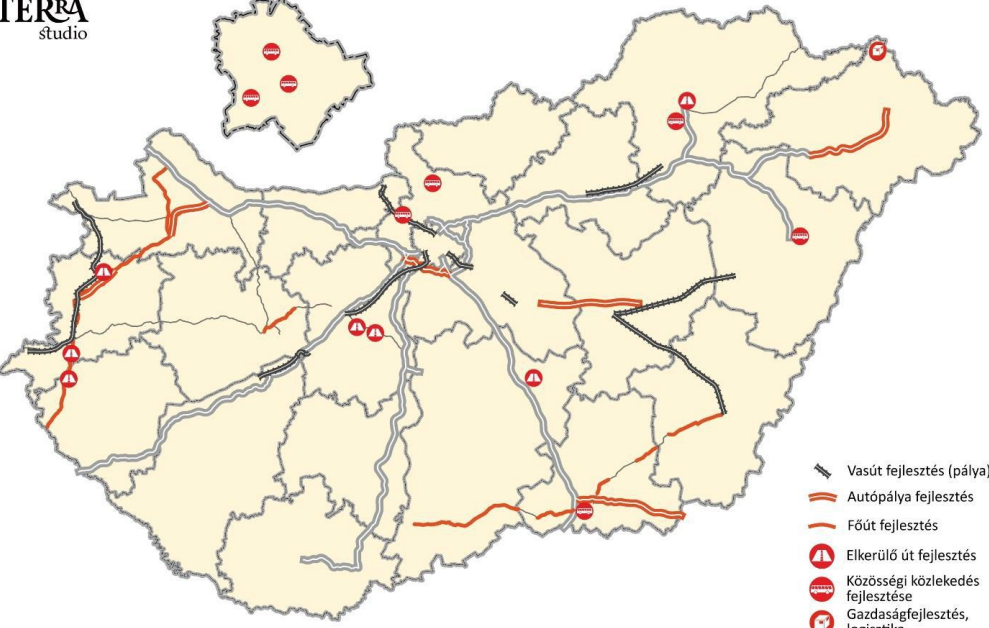
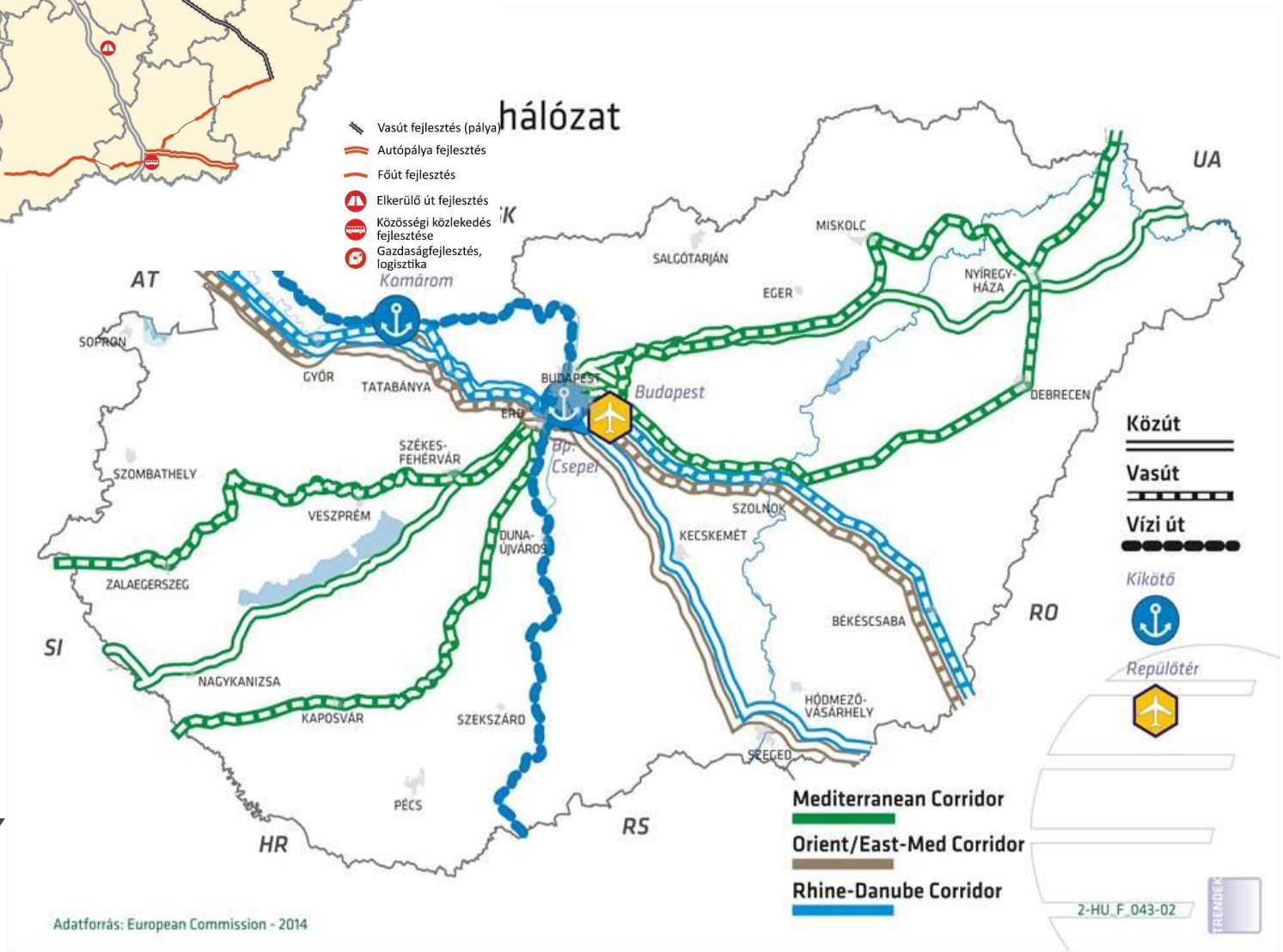
Transport development sites in Hungary



Emphasis on TEN-T corridors





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How did the transport program contribute
to the
social, economic and environmental objectives
of the country?

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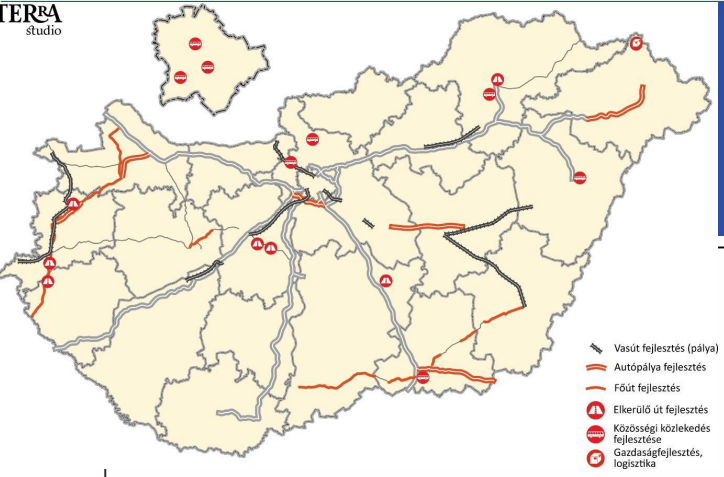
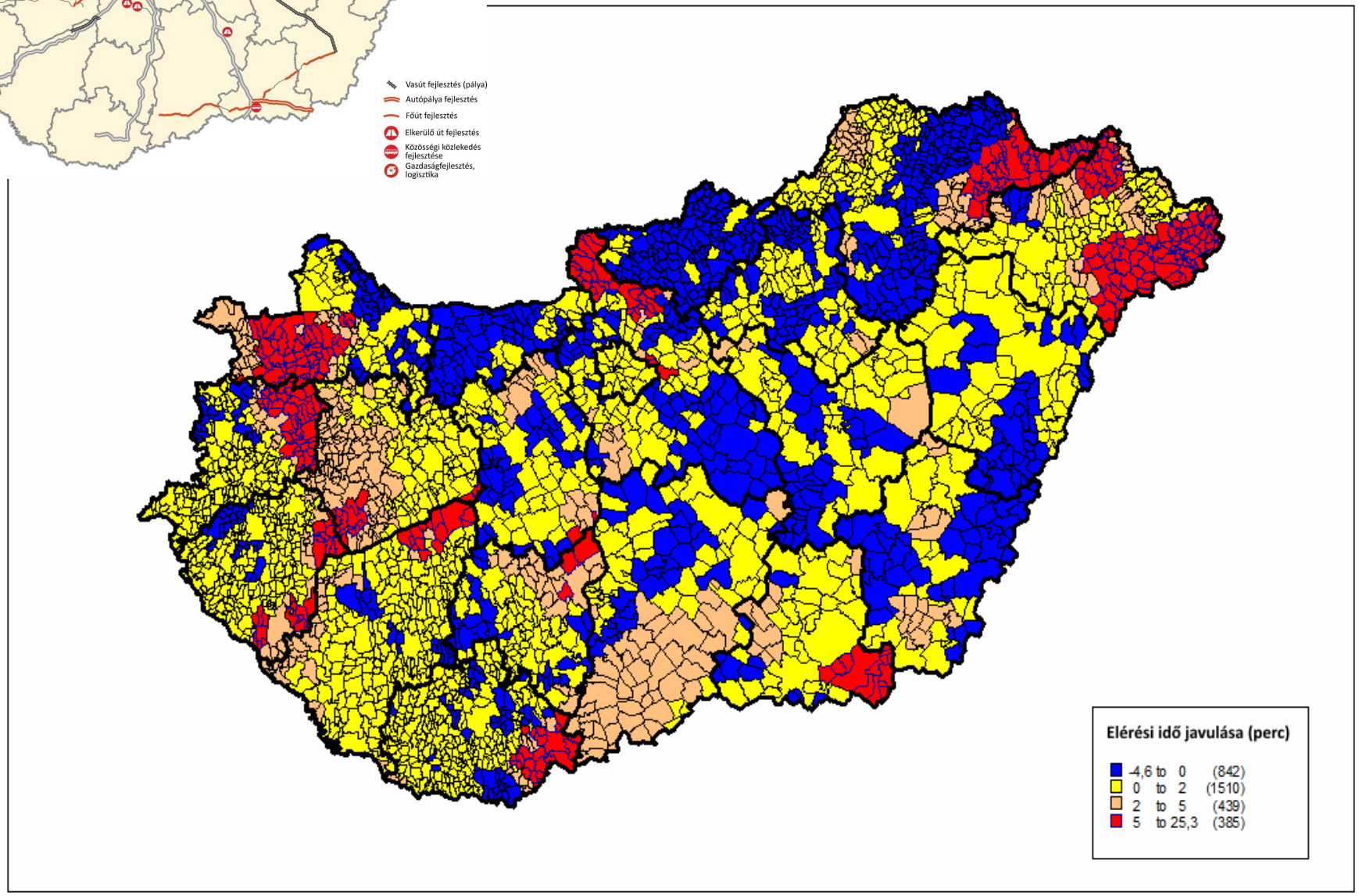
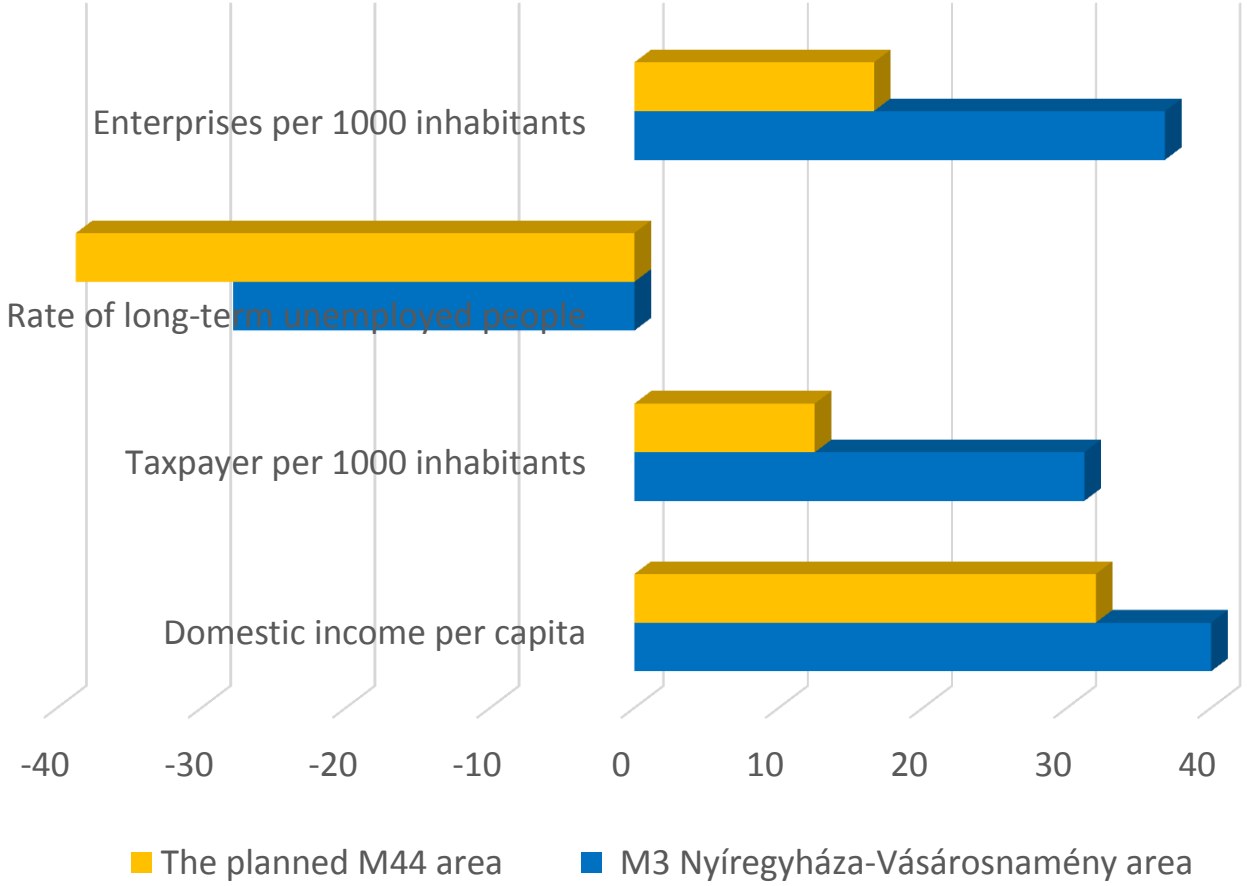
Improved accessibility of county centres on the peripheries





Készítette Terra -Laky Kft.

Improved economic activity and higher income level along motorway development projects 2007-2014 (%)



Source: KSH, Terra Stúdió, 2016.

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Higher quality of service in public transport, better connections, intermodality

- Saving of 15 million passenger hours
- 700 000 passengers benefit from the improvement of public transport
- Service development beyond the basics
  - ✓ Smart transport systems (in the field of passenger information, traffic management, ticketing systems)
  - ✓ Development of vehicles
  - ✓ Increasing passenger comfort
  - ✓ Improvement of equal opportunities
- 8000 new P+R and B+R places

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Contributing to environmental and sustainability objectives: bicycle routes and public transport in cities

- 25% of investments is "environmentally friendly" development (public transport, cycling, P+R)
- **Almost 400 new low emission vehicles in public transport**

- **1,670 km of new bicycle roads** *(Transport and Regional Development OPs)*
- **Emissions reduced**
  - GHG emissions reduced by 150 000 tons per annum
  - particular matter (PM) emissions reduced by 30 tons per annum in Budapest

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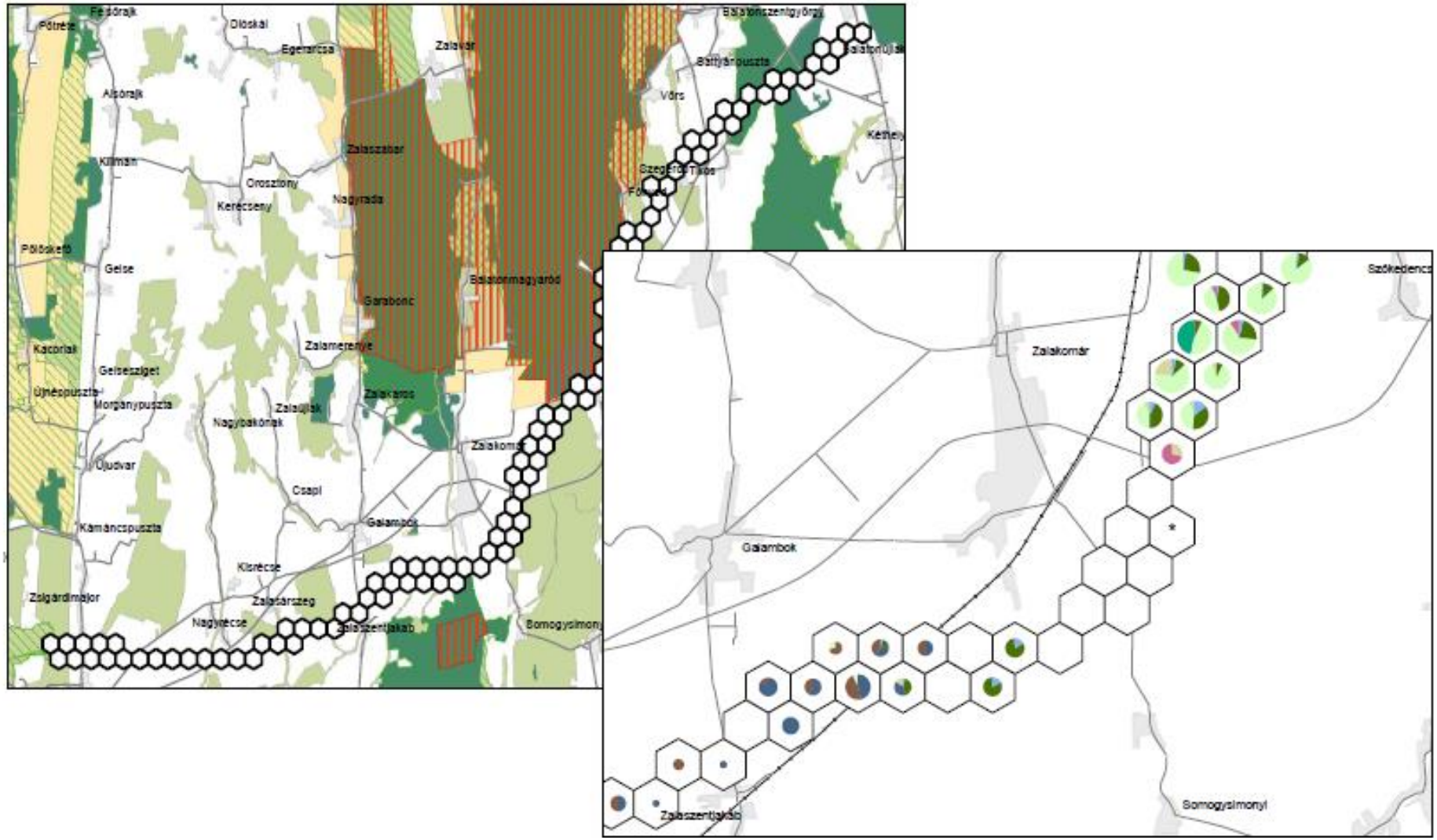
Mapping major projects on the MÉTA Vegetation Map & conducting on-site follow-up surveys



Impact on nature and local society

- **Nature**
- 26 major project impacted cc 8600 hectares of natural vegetation
- Road developments for the most part mananged to avoid ecologically significant / protected areas
- Sometimes they cut across valuable natural areas
- The projects increased the fragmentation and isolation of plant populations
- Protective measures are often counterproductive (eg, animal passes over highways become transit routes for tractors)

- **People**
- Motorway construction deteriorates houses and roads
- No apparent reduction in use of ecosystem services
- Increased fishing capacity due to pebble-mining for road construction
- Motorway fencing protects sheep from theft

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Pilot stakeholder study of transport development

Residents survey in towns where EU funded transport project was completed for

- Familiarity with projects
- Percieved importance
- Source of information about project
- Satisfaction with project (segmentation along gender, age, income, education, family size, place of residence, prior knowledge of project)

- 400 respondents

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Satisfaction correlates

Significant impact

- Prior knowledge: if residents know about the project before its start, they will be more satisfied with it when it ends
- Percieved importance: higher satisfaction if project is percieved as important,
- Visibility: the more visible, the more popular, and also percieved more important
- Quality of construction management

Minor impact of income per capita for railway and station

No impact of

- place of residence (hassle factor does not seem to be a problem)
- education level

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Transport OP
- summing up achievements

- Higher quality of transport services
- Several TEN-T corridors built to, or close to borders
- Promotion of polycentric development
- More than 4700 minutes of travel time saving at country level
- Increasing attention to sustainability aspects
- Benefits and spill over of Jaspers aided major project submission routine
- Benefits of phasing across programming cycles

Further improvment opportunities

- Potential travel time savings and realised savings
- Projected and actual traffic intensity
- Transport routes not attracting further investment without incentives
- Operation and maintenance costs higher burden than projected
- Affordability
- Better distribution of investment risks and operating risks among stakeholders

The 3 biggest challenges

From transport development to mobility to network development:

- breaking down the splendid isolation of transport development
- better harmonisation of local / national / EU priorities / interests
- better harmonisation of social / economic / environmental objectives

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