

The city	<b>Pécs</b>
	2 pictures
	Population: 147 720 inhabitants -> 145 985 fő (2015. jan. 1)
	<p>Synthetic description (max 500 characters) including geographic position (map with arrow or similar) and main territorial features, main economic activities, main poles of attraction for flows of people and freight (please highlight any seasonal increases):</p> <p><b>Pécs</b> is the fifth largest city of Hungary, located on the slopes of the Mecsek mountains in the south-west of the country, close to its border with Croatia. It is the administrative and economical center of Baranya County. Pécs has a significant mining past. Mecsek dolomitic water is famous for its high density of minerals at constant poise. Pécs always was a multicultural city, in 2007 was third, in 2008 it was second <i>Livable city</i> in the category of cities between 75,000 and 200,000 inhabitants. With regard to the promotion of economic clusters, different competencies have already been developed within the economic development department of the municipality. (INTERREG-3B,CADSES, CITYREGIO II). Pecs has a well -&gt; more or less developed public transport system, cycling and walking routes.</p>
The SUMP	<p>Vision underpinning the plan: (max 500 characters):</p> <p>Due to the BUMP training and several consultation the drafting of the SUMP has started. Pecs is a healthy and sustainable city with many challenges. The city want to improve the service quality towards a livable, health conscious and dynamic European city.</p>
	<p>Long-term strategic objectives (bullet point list, max 500 characters):</p> <p>The drafting of the SUMP has started. According to this the overall goal is to promote sustainable transport and mobility in the city, specially the connectivity between different public transport modes by integrated network development, improved service quality towards a livable, health conscious and dynamic European city.</p>
	<p>Mid-term goals (bullet point list, max. 500 characters):</p> <ul style="list-style-type: none"> <li>• Promotion of cycling and walking into the current city transport network</li> <li>• Improving the network of public transport, specially the local bus network with proper info guiding</li> <li>• Improving the service quality and the data base for efficient sustainable mobility</li> <li>• Improving the transport information system for the public</li> <li>• Increasing the livable public spaces and healthy green areas for recreation</li> </ul>
	<p>Specific indicators (bullet point list, max 500 characters):</p> <p><i>Note: these need to include estimates on</i></p> <ul style="list-style-type: none"> <li>➤ <i>reduction in fuel consumption (litres); depending on the infrastructure development, the financial resources and the increase of the public transport needs</i></li> <li>➤ <i>reductions in CO2 equivalent, NOx, and PM 10 emissions; 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</i></li> </ul>

	<ul style="list-style-type: none"> <li>➤ <i>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.</i></li> <li>➤ <i>(eventually) reduction in road deaths –the death reduction is according to the WHO target, which is adapted the national conditions.</i></li> </ul>
	<p>Main implementation features (bullet point list, max 500 characters <u>for each issue</u>)  How does the city tackle the following features:</p> <ol style="list-style-type: none"> <li>1. context analysis (covered fields of analysis, data collection procedures, sources, methodology); ); <b>after the first context analysis and the identified goals it was discussed to invite some institutions to meet for an integrated data base development</b></li> <li>2. measures addressed to secure horizontal and vertical integration and participation of all main stakeholders (securing cooperation of different departments within the local council, with other relevant institutions in the territory and comprehensive participatory processes); ); <b>the multi-stakeholder forum is planned for discussion of the drafted goals and measures</b></li> <li>3. measures and actions chosen in the SUMP to support a balanced development of all transport modes; ); <b>to support a balanced development of all transport modes it is one of the most important issue currently, which is connected to the efficient us of the central and suburb area of the city. Case studies are used.</b></li> <li>4. monitoring and evaluation procedures; ); <b>the SUMP methodology will be used for monitoring and evaluation</b></li> <li>5. other relevant issues (financing options, feasibility studies, strategic environmental assessment procedures adopted, etc.)</li> </ol> <p><b>National sources and EU TOP fund cab be/will be used</b></p>
Additional notes and highlights	<p>Highlight any special features that make the city’s SUMP particularly interesting, explain synthetically why and who it is of interest for (bullet point list, max 500 characters):</p> <ul style="list-style-type: none"> <li>• <b>new way of planning, environment, economy, social aspects are integrated</b></li> <li>• <b>livable and sustainable city with rich culture (interest of citizens)</b></li> <li>• <b>joining the European system in planning, monitoring, evaluation and new development</b></li> </ul>