

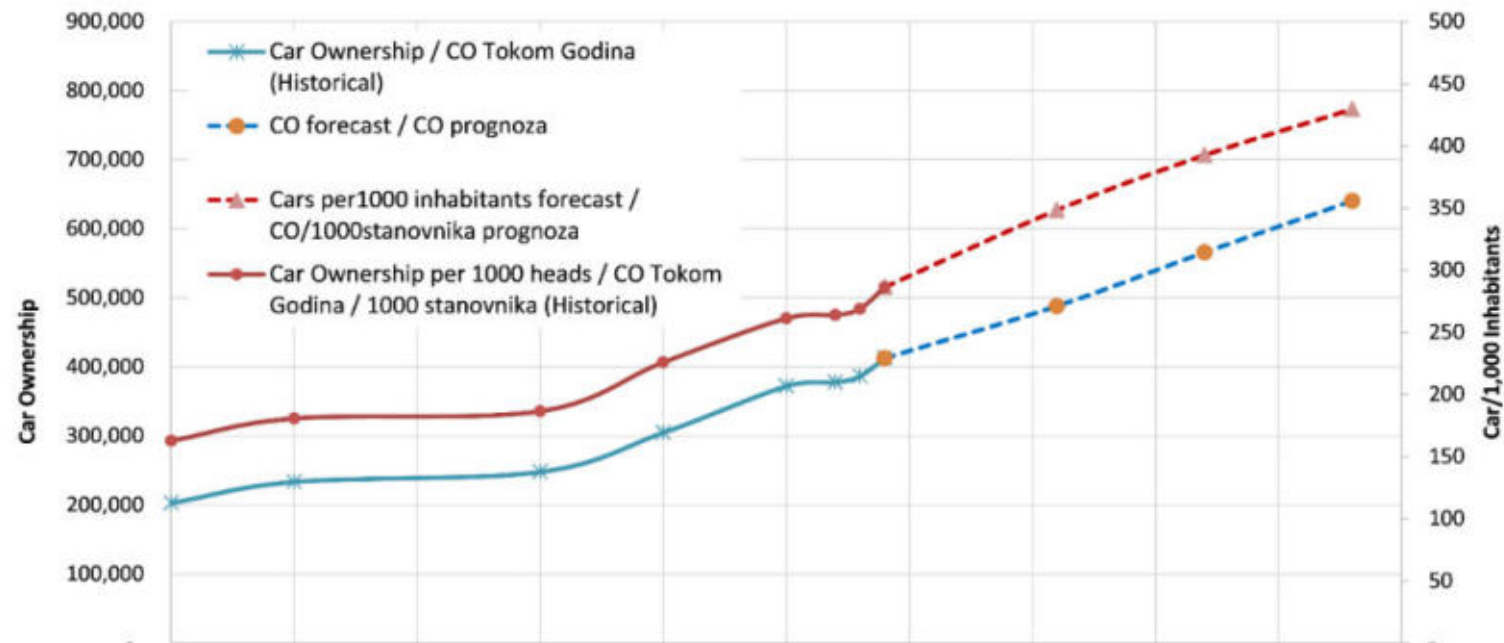
Belgrade Sump between desires and reality



Smart plan Beograda – final report 2017

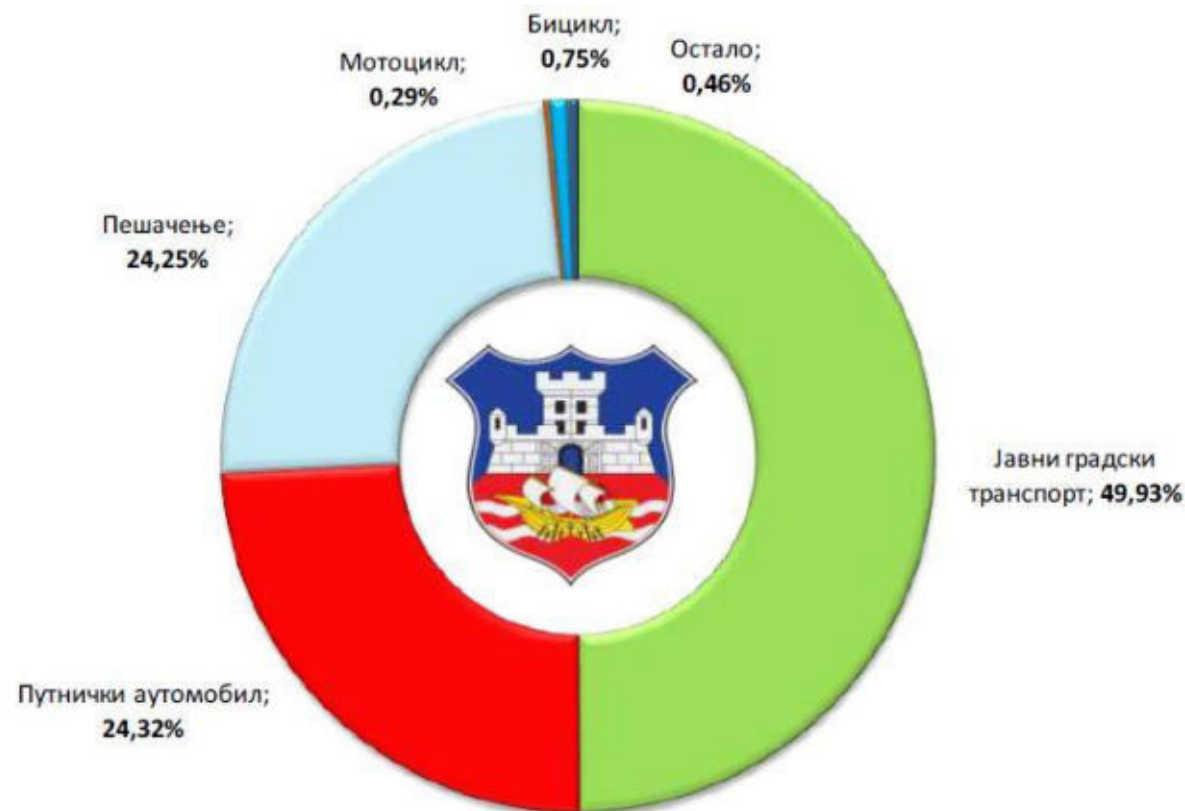
car ownership (2015- 300/1000 citizen – now probably up to 500 in some municipalities with high population density)

Broj registrovanih vozila u privatnom vlasništvu za zonu GUP-a je 296 na 1000 stanovnika u 2015. godini, što je slično procentu u gradskoj zoni. Vlasništvo u gradskoj zoni u 2005. godini prema statističkim podacima bilo je 231 na 1000 stanovnika, dok je u 2000. godini iznosilo 191. Ovo pokazuje rastući trend od 3.5% godišnjeg rasta



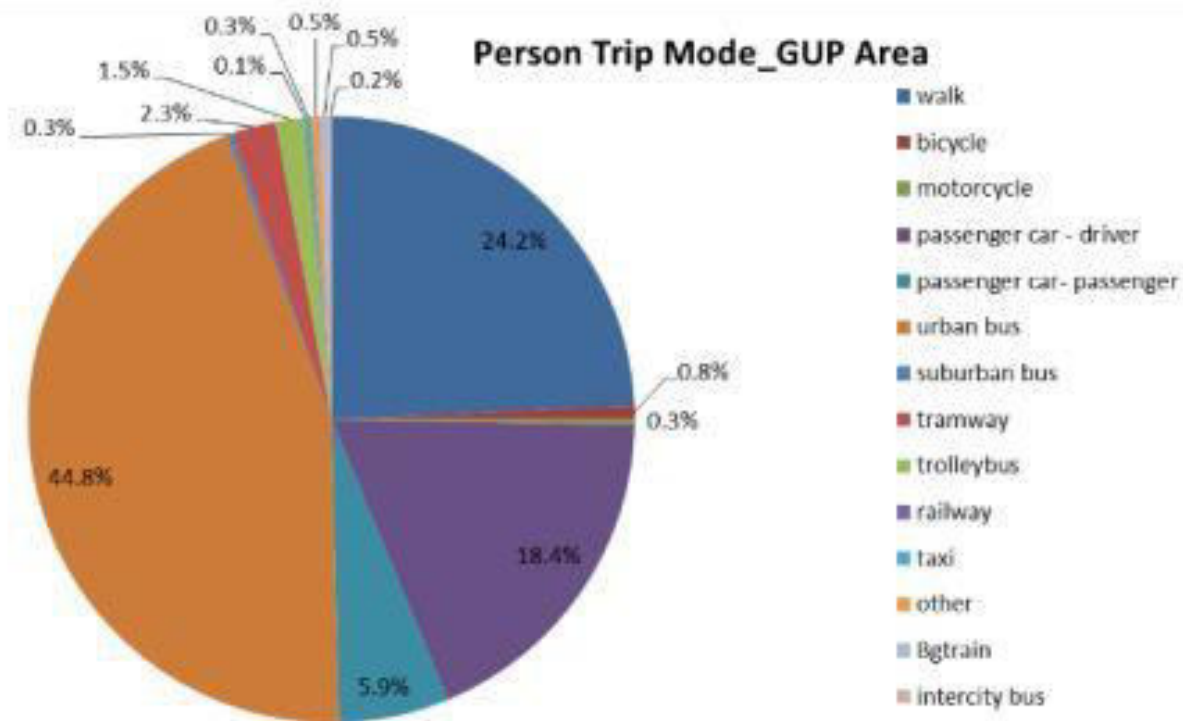
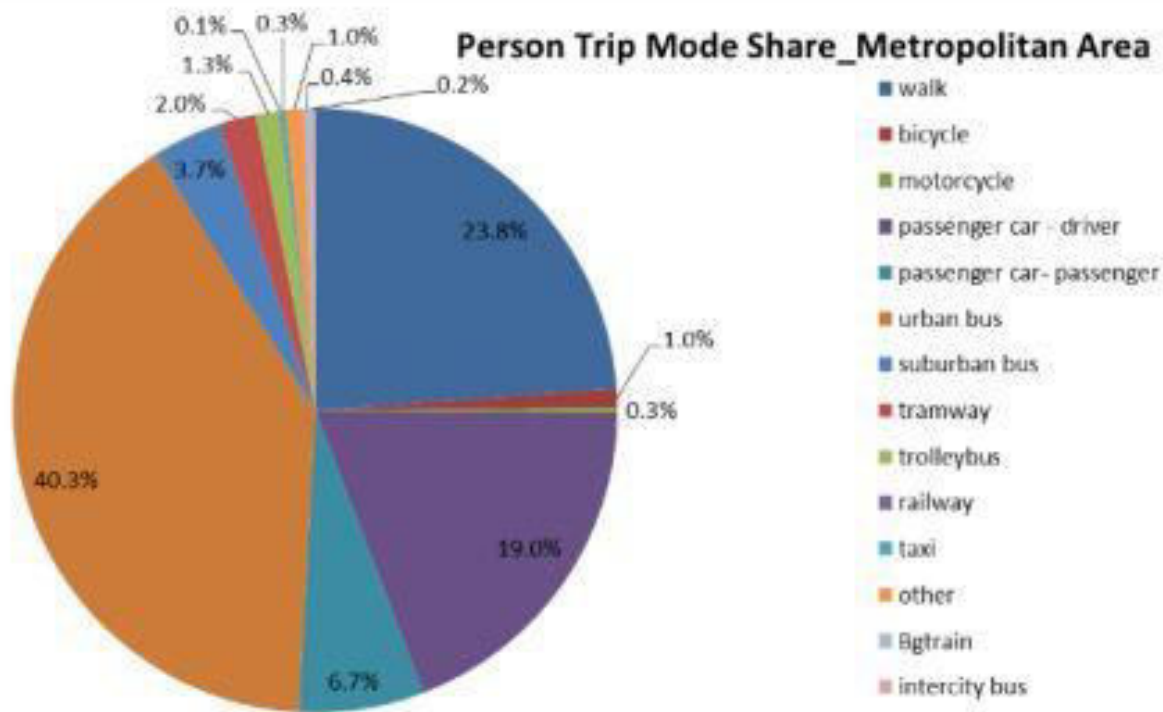
Smart plan of Belgrade (2015) – modal share of public transport - 49,93%

(due to time distance and covid pandemic, PT modal share is now lower, we wait for next transport model to have precise data)



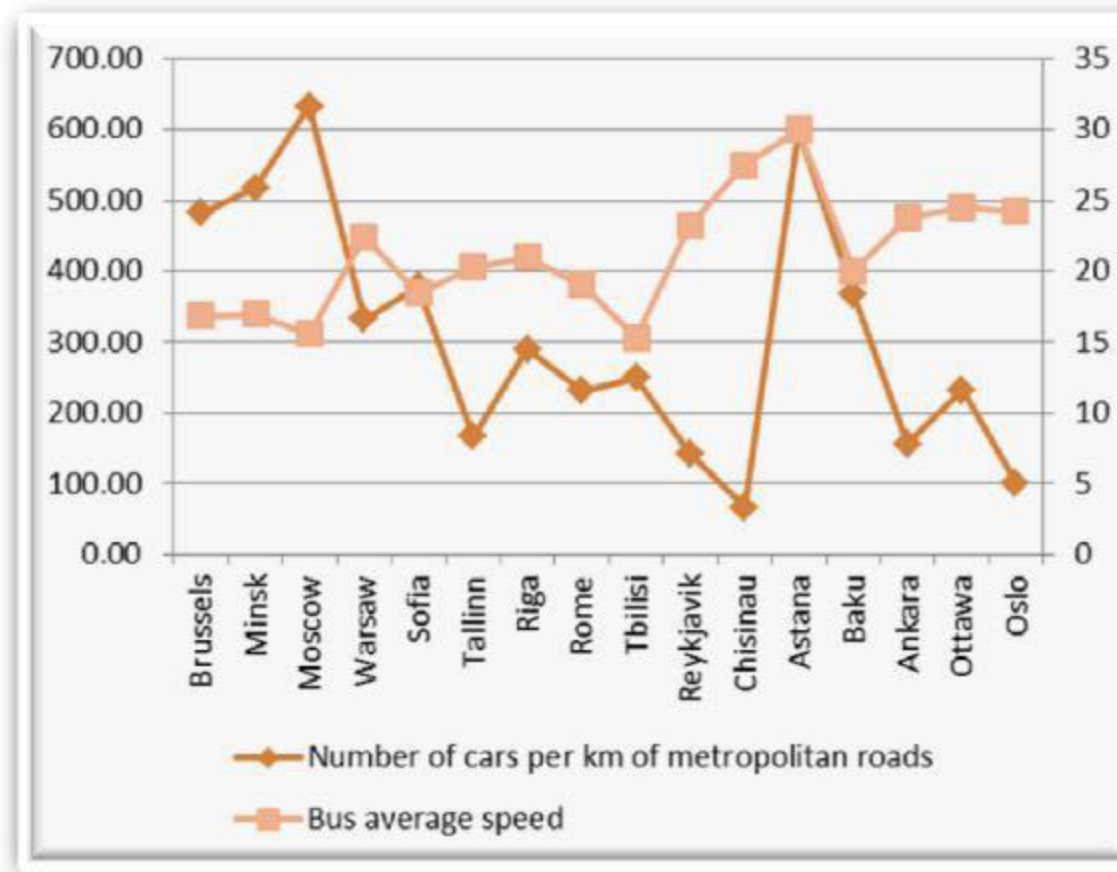
Видовна расподела
Извор: Транспортни модел Београда 2015.

Modal share - more detailed (busses, troleys, trams, bikes...)

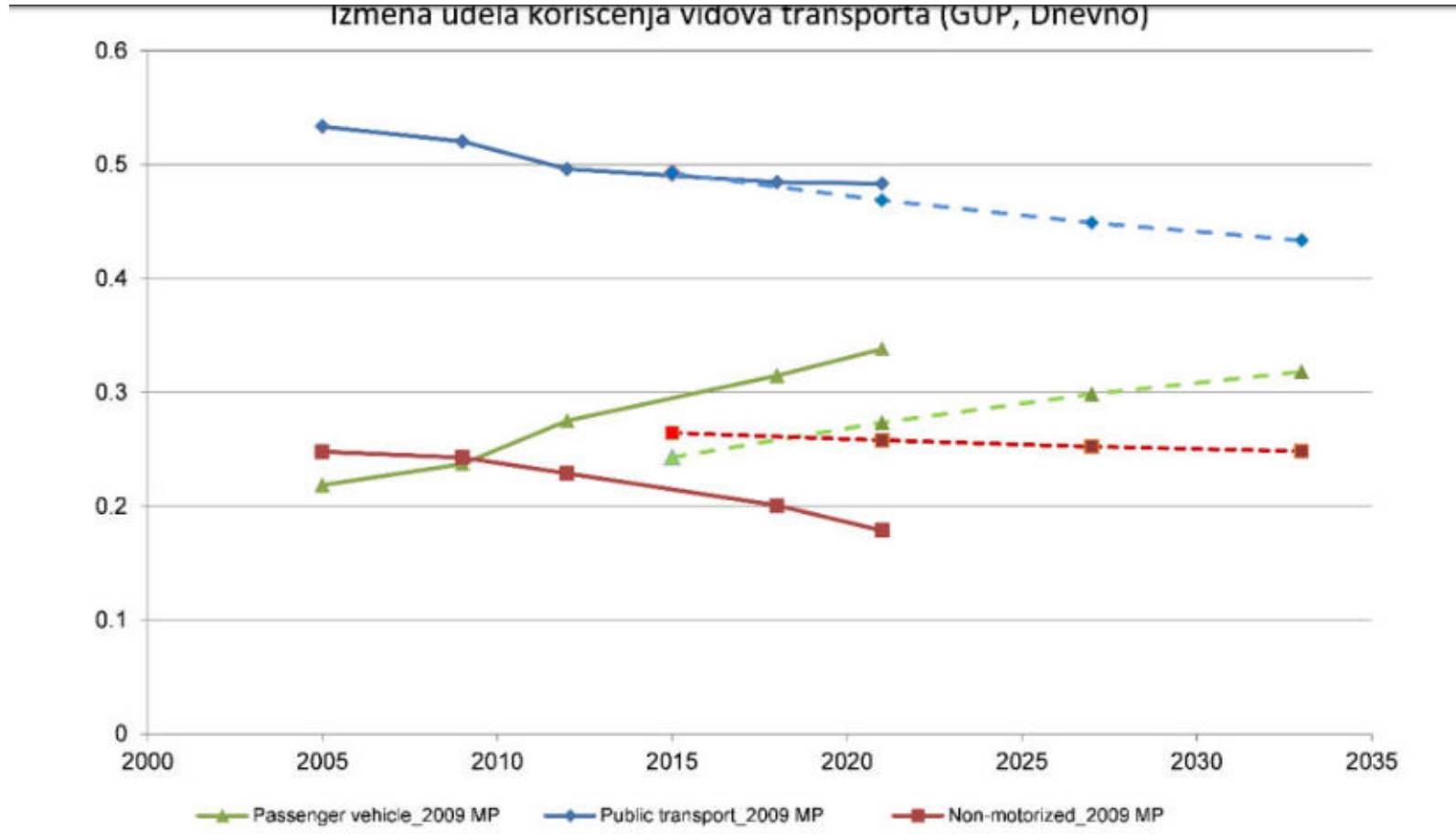


Average speed of PT in Belgrade **drops in the last 15 years from 14.78 to 13.26 km/h in 2017** and it is a trend going downwards, due to number of cars on the network

Figure 2.32. Number of cars on metropolitan roads in relation to the bus average speed, capitals grouped by their population density, 2011



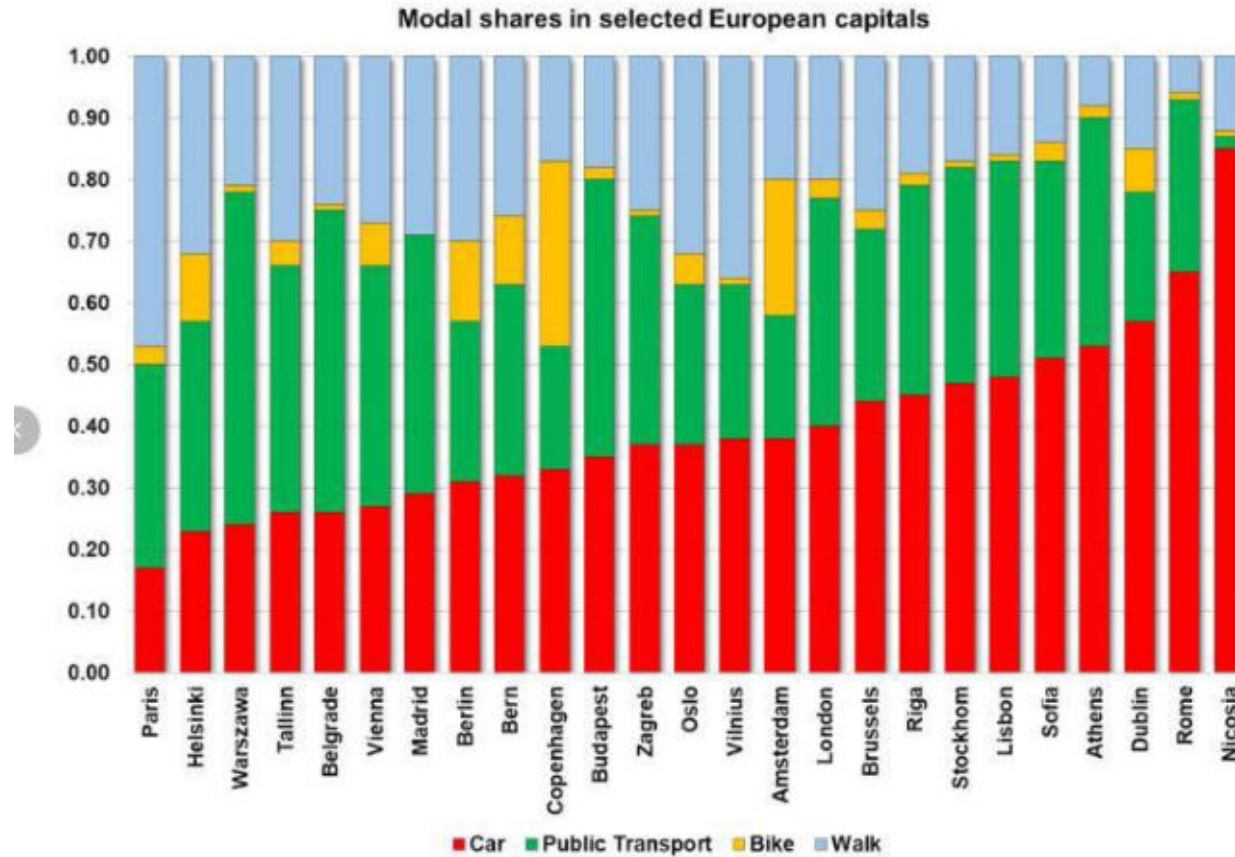
Trends with „do nothing scenario“ – PT goes down, as non motorised means of transport too. Private cars share goes up!



Highway which passes near center of Belgrade-
plan is to give priority to public busses and HOV,
now that we have ring road

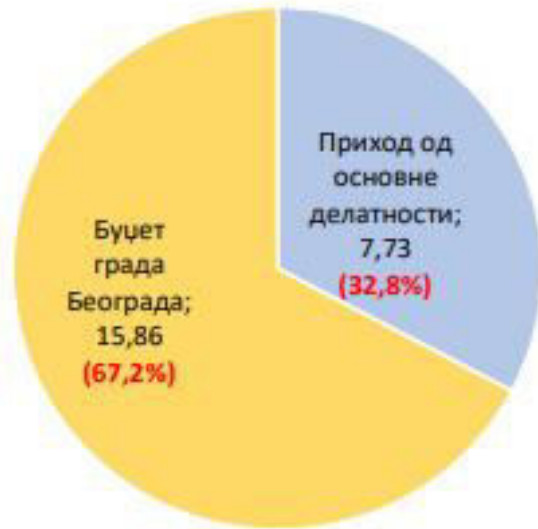


Belgrade – PT share comparison with other cities (2018)

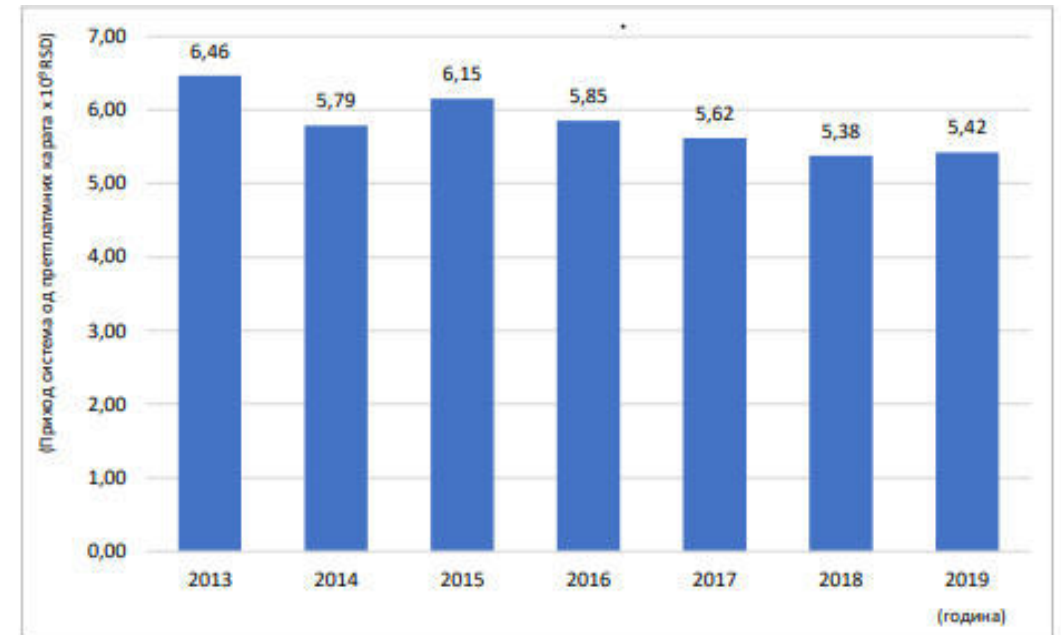


Modal shares in selected European Capitals. Author's elaboration on data from (EPOMM, 2018).

Structure of expenses 70%(city):30% (revenues) and of drop of tickets sold due to dissatisfaction with PT



Слика 153. Структура финансирања укупних трошкова система јавног линијског транспорта путника у Београду у 2018. години



Слика 142. Приход од продатих персонализованих карата у периоду 2013.-2019. године

„If you do not want to get old on the bus station“-
comercial in public bus for driving school



One more lane will fix it? In Belgrade they got it literally, and took a lane preserved for trams

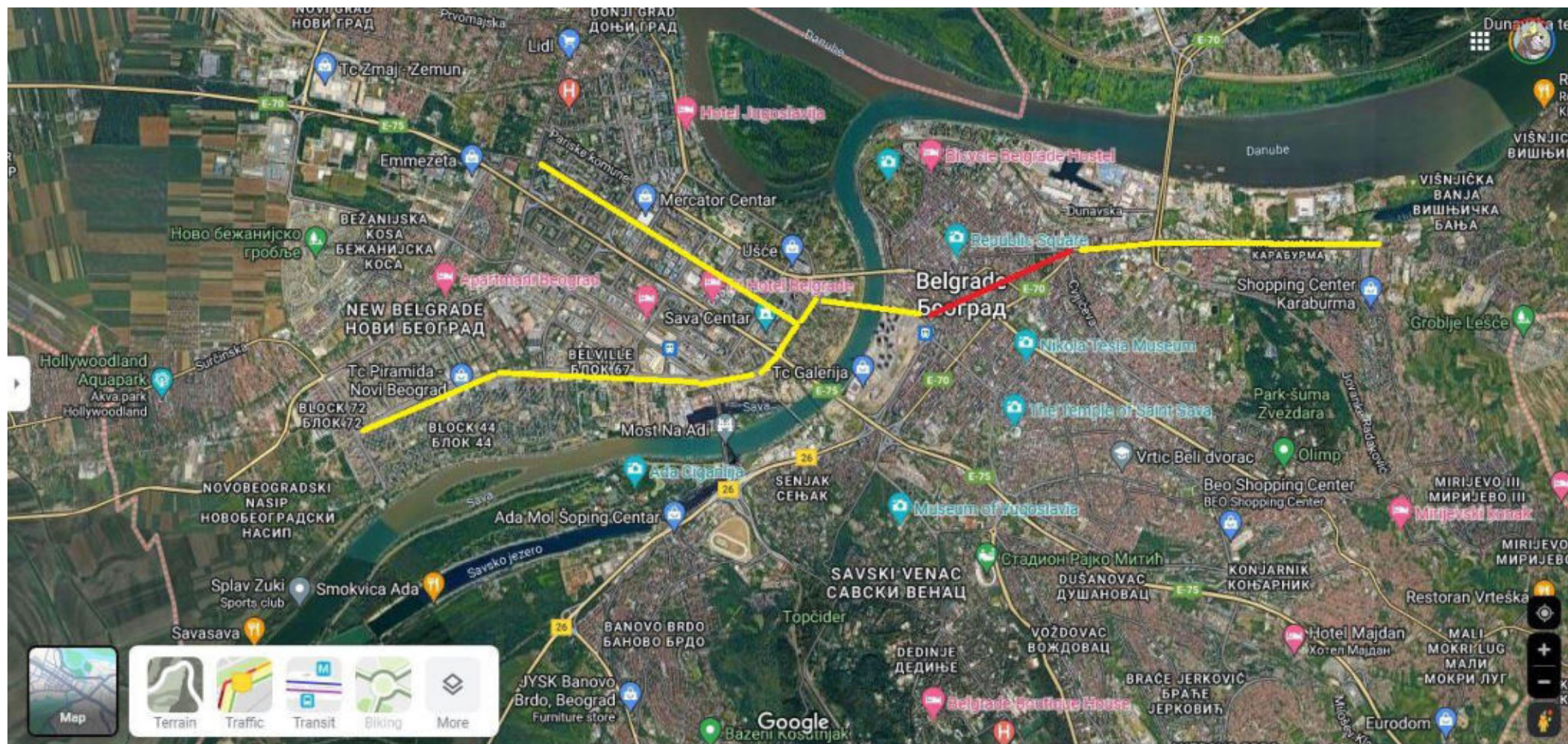
Los Angeles



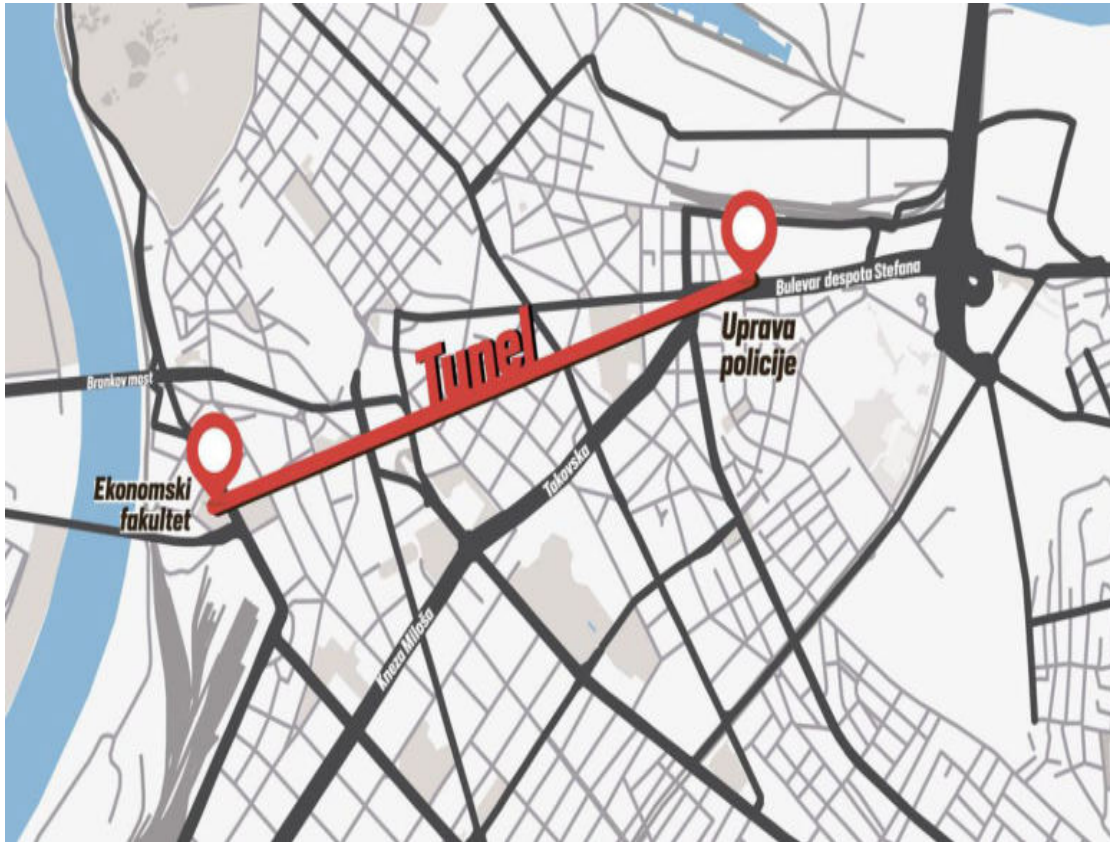
Belgrade 2023



Little „subway“ project



Little „subway“ project- „more lanes will fix it“. Belgrade government plans to build a tunnel for motorised transport underneath the city center and to demolish old bridge and make bigger one – this will bring more traffic to the zone around urban city core



Our proposal – not to build tunnel, but to leave this old bridge just for PT, bicycle and pedestrians

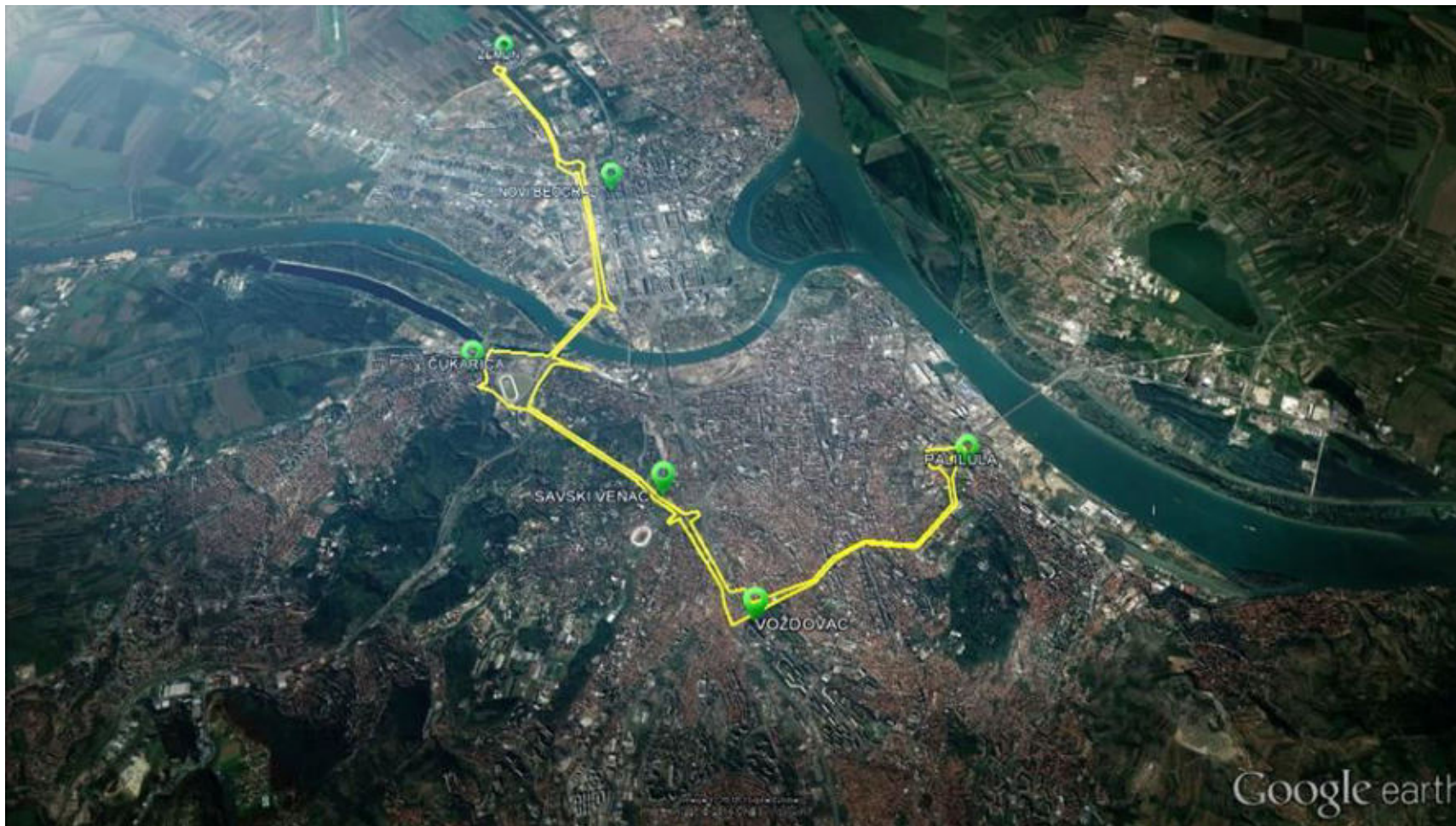


We lack parking? Are you ready to pay?



- No park and ride
- Price of parking is social category – same for more than a decade
- When city builds garage, no street parking is canceled
- SUMP is „shy“, price of parking is not an issue

Unutrašnji magistralni polu-prsten (BCR 2.88)



Spoljna magistralna tangenta (BCR 2.2)



Train station - museum



ER in Belgrade – case of bad planning



ER – SUMP scenario vs reality

- SUMP scenario
 - Analysis of parking demand
 - Electric micro buses
 - Parking zone
 - Subway
- Reality
 - 3 garages with 2000 PM are going to be built, without permissions and against the plans
 - Subway avoids ER

No bike sharing and e scooter sharing



Thank you for the attention
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