

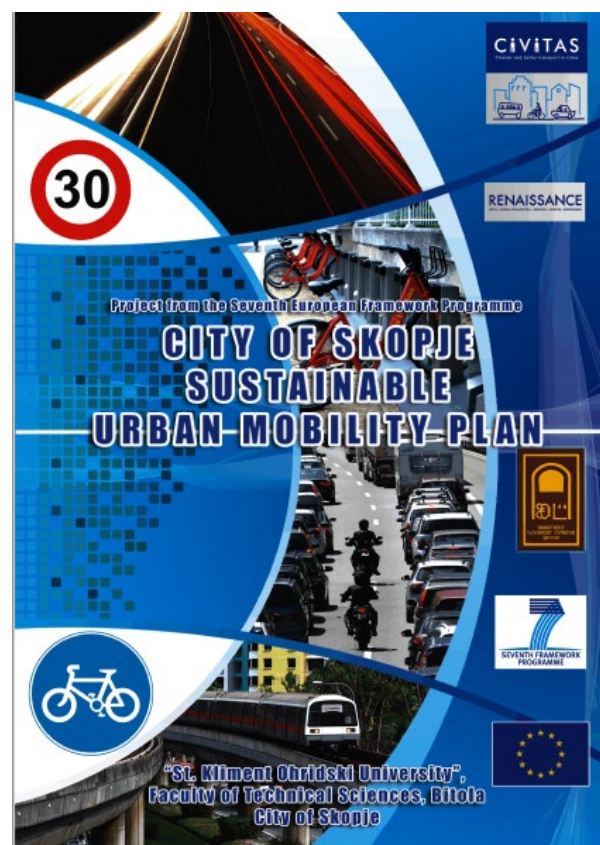


Budva, 18th June, 2019

City of Skopje good practice in Urban Sustainable Transport

Lovren Markikj, City of Skopje

1st Sustainable Urban Mobility Plan of Skopje – adopted 2011



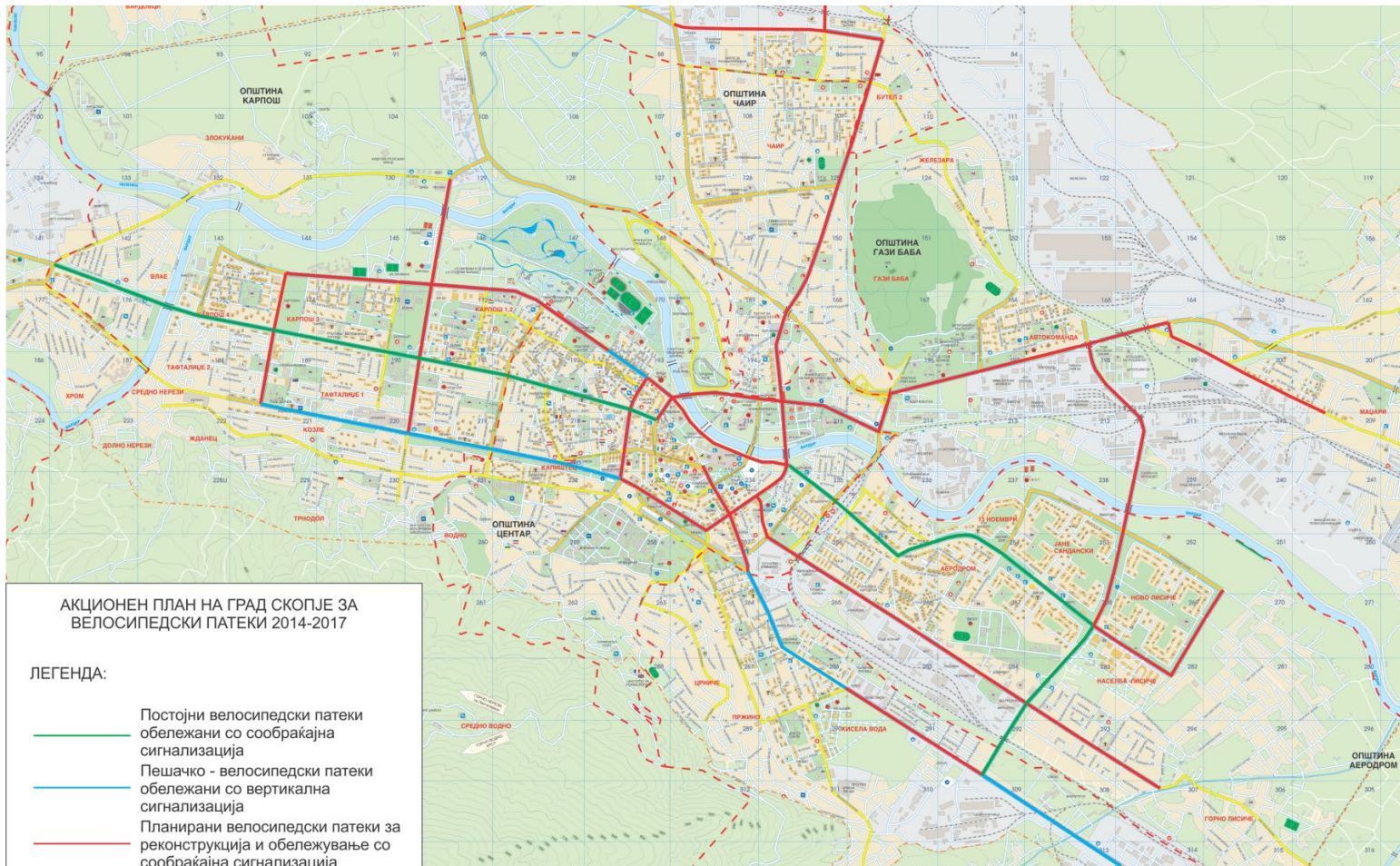
<http://www.skopje.gov.mk/Uploads/SUMP%20Skopje%2014%2004%202013.pdf>

Skopje Traffic Management and Control Centre (TMCC)

- Pilot Project with CIVITAS Renaissance FP7 project (26 intersections 50% grant)
- Upgraded to 90-100 intersection with a EBRD loan and grant TA



Action Plan for Improvement of the Bike Paths in Skopje – (50 km)

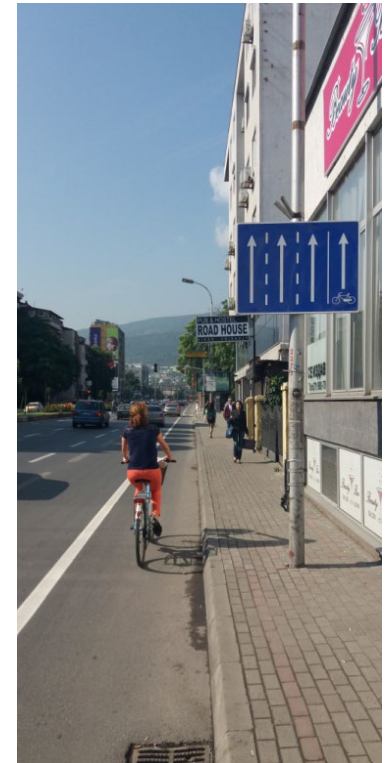
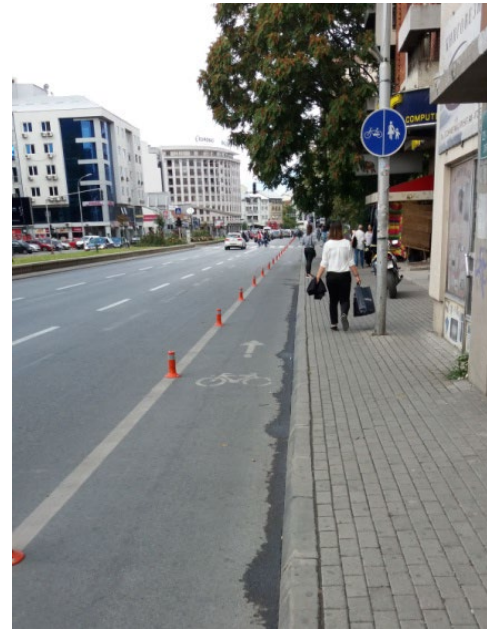


Some of the Improvements of the Bike paths



Road space relocation to cycling – example 1

- **Narrowing of three traffic lanes from 3.5m to 3.0m and providing space for a cycle lane – 1.5m**
- Traffic lights for cyclists
- Protection with elastic bollards



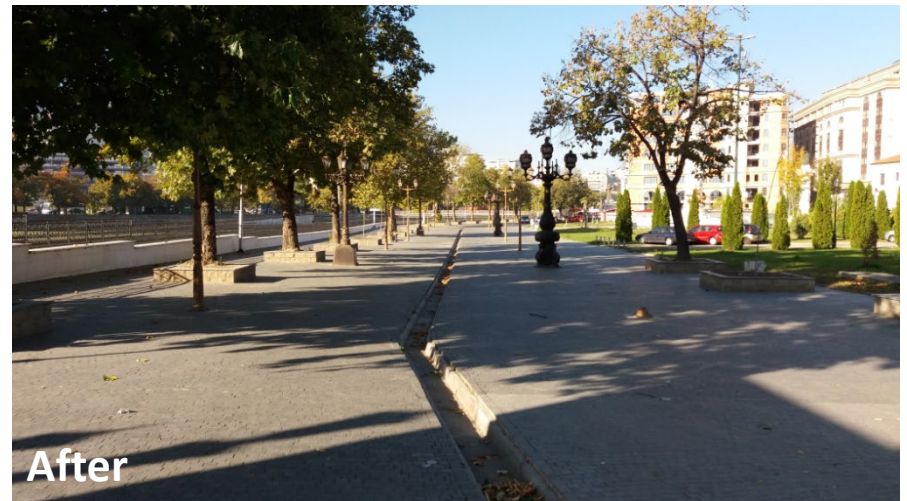
Road space relocation to cycling – example 2

- Transforming one traffic lane into two cycle lanes – each 1.5m.



Road space relocation to walking – example 1

- Transforming street Kej Dimitar Vlahov into public space - square



Road space relocation to walking – example 2

- Transforming the street Zivko Chingo into public space – pedestrian street



Public transport

- Renewal of the Bus Fleet (302 buses)- Euro 4
- Smart ticketing and AVL system in all buses
- **New Procurement of 35-40 CNG buses with a EBRD Loan**



Road space relocation to public transport

- Transforming the right traffic lane in “Yellow” permanent lane for PT only, along the main PT corridor



Electromobility in Skopje



Traditional Transport planning vs Sustainable transport mobility planning

Traditional Transport Planning	Sustainable Urban Mobility Planning
Focus on traffic	Focus on people
Primary objective: Traffic flow capacity and speed	Primary objectives: Accessibility and quality of life
Political mandates and planning by experts	Important stakeholders are actively involved
Domain of transport engineers	Interdisciplinary planning
Infrastructure as the main topic	Combination of infrastructure, market mechanisms, information, and promotion
Investment-guided planning	Cost efficient achievement of goals
Focus on large and costly projects	Gradual efficiency increase and optimisation
Limited impact assessment	Intensive evaluation of impacts and shaping of a learning process
“If you plan cities for cars and traffic, you get cars and traffic.”	“If you plan for people and places, you get people and places.” Fred Kent, Project for Public Spaces

Second SUMP of Skopje

- **Included stakeholders:**
 - ✓ Ministry of Finance - Central Financing and Contracting Department (CFCD)
 - ✓ Ministry of Transport and Communication – European Union Dpt.
 - ✓ City of Skopje – Transport Dpt. & International Cooperation Dpt.
- **Financing:** IPA II programme
- **Technical Assistance:** JASPERS
- **Tendering:** Procedures and practical guide (PRAG) - European Commission
- **Time Span:** 20 years
- **Area:** Skopje Region

Challenges for the 2nd Skopje SUMP

- Optimization of the Bus Network after Travel Needs Assessment of the citizens, with scenario with or without Tram (LRT) i.e. Bus Rapid Transit (BRT)
- Conceptual Design studies on Park&Ride, Bike Share System, Freight Management, Urban Rail...
- many other issues concerning sustainable urban transport with active participative process