



CiViTAS

Cleaner and better transport in cities

RENAISSANCE

CASE STUDY



PLANNING A SUSTAINABLE URBAN TRANSPORT SYSTEM

MOBILITY MANAGEMENT



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Thanks to CIVITAS, Skopje created a plan for a sustainable transport system to alleviate transport problems and to build a long-term policy for sustainable development in the city.

Municipal context

Skopje, the capital of Macedonia, with its 506,926 inhabitants is home to a quarter of the country's population. Skopje is a modern city combining contemporary architecture with a well-preserved and restored old town.

While people still prefer public transport and walking, they are increasingly switching to less sustainable modes – a trend that the city is eager to counteract. Before CIVITAS, the public transport system in Skopje was outdated: the public transport fleet was ageing and passengers were left without timely and accurate information services and inconvenient ticketing systems. The city joined CIVITAS RENAISSANCE to benefit from the know-how and best practice of other CIVITAS cities.

Introduction

CIVITAS cities try to influence travel behaviour through mobility management, which includes marketing, communication, education and information campaigns. The aim of mobility management is to change attitudes and travel behaviour with the ultimate goal to create a new mobility culture.

Initiatives include, for instance, mobility management plans for companies to get employees to travel to work using sustainable modes of transport, and awareness-raising campaigns and educational programmes at schools.

In particular, this measure aimed at creating a plan for sustainable urban transport strategy in the city. The plan was produced by first reviewing

MUNICIPAL PROFILE

LOCATION

Skopje, Macedonia

POPULATION

506,926

LAND AREA

1,818 km²

CIVITAS BUDGET

EUR 324,780



SKOPJE IN CIVITAS

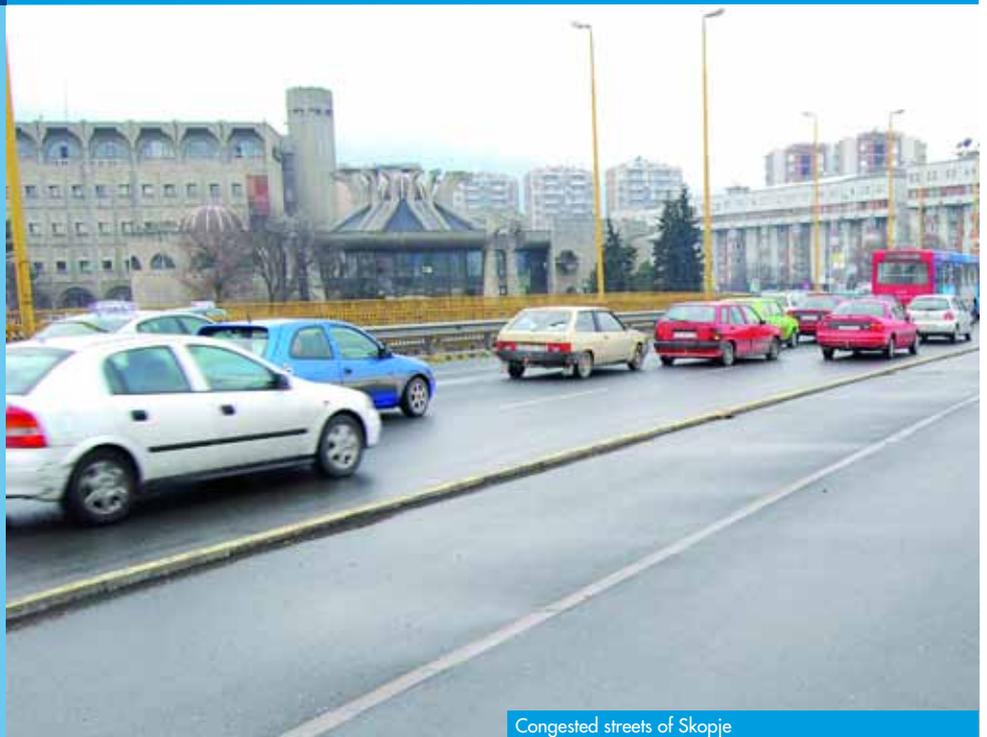
Skopje participated in CIVITAS RENAISSANCE. Under the motto of “Testing Innovative Strategies for Clean Urban Transport for historic European cities”, the project connects five cities that face mobility challenges through seasonal tourism: Perugia (Italy), Bath (UK), Gorna Oryhavitsa (Bulgaria), Szczecinek (Poland), and Skopje (Macedonia).

PROJECT INFORMATION

CIVITAS RENAISSANCE aims to demonstrate how the legacy of the renaissance can be preserved and developed through innovative and sustainable clean urban transport solutions. The project aims to test and develop a valuable, reliable and integrated package of mobility measures that will make historic cities cleaner and safer.

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Congested streets of Skopje

state of the art practices for the development of transport plans. This phase included the extended review of sustainable transport solutions and the experiences of other cities and countries in implementation of those solutions. The city then collected existing traffic data and data on historic and cultural sites in Skopje. The best practice research and transport data for the city was used to inform the creation of a draft Sustainable Urban Transport Plan (SUTP).

The draft plan was presented to stakeholders (local government representative, national government representatives, relevant non-governmental organisations, professional associations, etc.). The feedback from this stakeholder consultation then fed into the final version of the SUTP and submission to the City of Skopje in September 2011.

Taking a closer look

The plan helped to establish a new way of thinking for professionals and politicians when developing and adopting urban plans. No city in Macedonia has ever developed a plan for sustainable urban transport development, and no such experience and practice previously existed. Therefore, this plan is important not only for Skopje but can be exploited as a model for other cities in Macedonia.

The transport plan incorporates innovative transport management strategies and solutions with the objectives of reducing congestion, reducing dependence on private cars, favouring environmentally sustainable modes and vehicles and improving public awareness on collective transport. It includes experiences from other European cities, as well as practical examples

and solutions for implementation of relevant measures for sustainable transport in the city of Skopje. These activities push forward actions to improve the public transport in the the city.

An important factor of the success story of this measure has been the close cooperation and involvement of all relevant stakeholders.

BACKGROUND INFORMATION

Skopje is a city with heavy traffic problems. The increasing trend of car ownership has not been controlled with corresponding planning and project activities over the last two decades.

The public transport system has been neglected in the past years, thus worsening the situation and resulting in a systematic fall in the number of passengers using public transport, which decreased from 150 million passengers in 1989 to just 45 million in 2006.

At the same time, the existing bicycle infrastructure has been very limited and the use of bicycles has been negligible. Only 1 percent of total urban trips have been made by bicycle.

On the other hand, the number of trips made by individual cars has increased substantially over the last two decades. This resulted in deterioration of the urban environment which became a polluted, congested and unpleasant place to live.

The dominance of the private car as a mode for urban trips led to many problems. Due to ever increasing demand for parking, especially in the central area of the city, illegal parking on sidewalks, pedestrian paths, bicycle paths, green areas etc. became a diffuse practice. Also, the number of days per year when the levels of air pollution was above the maximum limits increased.



The local politicians, representatives of the local government, representatives from the relevant local government departments, relevant professional associations and NGOs, were included into the development of the SUTP. They were called to actively participate into forming the final version of the Plan by giving suggestions, ideas, and comments on the draft plan. Many of those suggestions were later included into the final version of the plan. This level of stakeholder engagement is a major step forward for the city.

Results

The development of a SUTP has opened up a level of stakeholder engagement never seen before in Skopje. The plan has been formally accepted with the support of 86 percent of stakeholders. This marks a huge step for the city of Skopje in moving towards a sustainable transport system. It also represents a huge opportunity to the country of Macedonia to adopt similar strategies in other cities.

Lessons learned

The development of SUTP for Skopje has provided a valuable experience for the local experts, local government and the general public.

An important lesson learned has been the realisation of the importance of closely cooperating with all relevant stakeholders in the process of developing the plan. For countries in the South-east European region, it is of utmost importance to cooperate with local government representatives, as well as

the relevant departments within the local government. Their support has been crucial for successful enactment and implementation of the SUTP.

Vital for the success of the measure was also the direct involvement of the employees of the transport department of the City. This guaranteed the accurate implementation of the proposed measure by the employees.

Upscaling and transferability

The next important step will be to transfer this experience to other cities in Macedonia and to work on development of SUTP in other Macedonian cities. The mayors of several cities have already shown interest to do so and it is hoped there can be a significant legacy from this project.

Skopje has achieved a very impressive level of upscaling within the city. By using RENAISSANCE as a springboard for funding, Skopje has managed to upscale the traffic management control centre from 28 to 100 crossings, as well as the bus stop real-time information system from 10 to 80 displays and coverage from 40 buses to 400 buses.

Budget and finances

The huge level of upscaling in Skopje shows the enormous potential that smaller scale testing from RENAISSANCE has in attracting additional funding (in this case EBRD funding) and ultimately completely changing a city's transport system.

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References or sources

CIVITAS webpages:
<http://bit.ly/CIVITAS-Skopje-SUTP>
<http://bit.ly/CIVITAS-Skopje-city>



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Real time passenger information at bus stops