

Preparation of the Transport Master Plan for Belgrade (SMARTPLAN)

The city of Belgrade, as the capital of the republic of Serbia, is on its way to the future. After decades of political turbulences, the development processes rapidly. This concerns especially the transport system. A historical lack of investment in the field of transport results in a transport system that is not able to fulfil the requirements of the future (as it is not even able to do so with current requirements). Today, Serbia's capital has about 1.5 million inhabitants. The car ownership rate is still low with 207 passenger cars per 1,000 inhabitants. However, car ownership in Serbia is rising. After many years of stagnation and political turmoil the Balkan region urgently requires new funds to develop urban infrastructure in general and traffic and transportation solutions in particular..

Client: Belgrade Land Development Agency..

Projekt: Smartplan – Transport Master Plan Belgrade

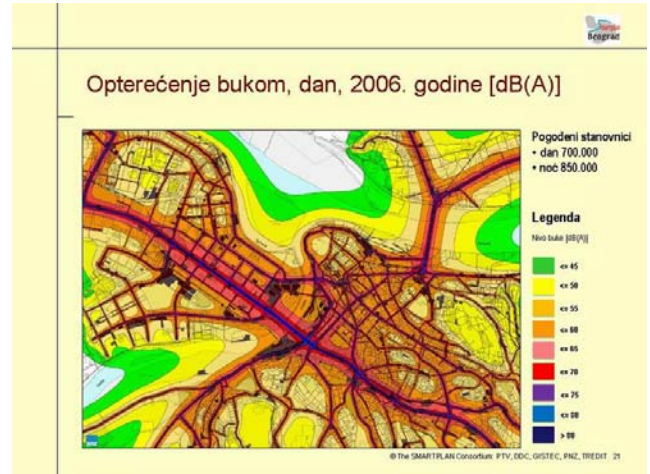
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Duration: January 2007 to March 2008

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Task

The aim of an international consortium was to develop an adequate set of measures for sustainable transportation strategies in order to handle future demand with an adequate quality of transport. Based on the urban master plan providing land use planning until 2021, the transport master plan was launched. Starting with an overview of the current situation, it leads to the prospected development of the city generally and the transport system in a specific view. Based on a base case scenario a big set of measures and scenarios has been developed, discussed, assessed, and ranked for a dynamic implementation plan



Graph.: noise pollution in Belgrad

Results

This master plan is a dynamic (in five prognosis years until 2021) optimisation of the successive improvement of the mobility in Belgrade rather than a static list of long-term measures projected to a single forecast time horizon. The master plan is not only concentrating on big investments for private and public transport, but takes also non-motorized traffic, ITS measures, Parking, institutional aspects and regulatory measures into account.

Important for the dynamic master plan is the optimisation of the sequence of the measures, which has been related to a forecast of available budgets in the relevant period. The result is an implementation plan that allows the city of Belgrade to optimise its financial input and to start the relevant measure related planning process early enough to be ready for adequate and right-in-time implementation of measures.