



Ele.C.Tra - IEE/12/041/SI2.644730  
01 July 2013 – 31 December 2015

# Skopje traffic and transportation facts

*Nenad Tonic, senior traffic officer*

Skopje is the capital of the Republic of Macedonia.

The territory of Skopje covers 1818 square kilometres: 23km in length, 9km in width and is located on an average altitude of 245 meters. The city is settled in the east-west oriented Skopje Valley and is surrounded mostly by mountains.

According to the latest official census (2002), Skopje has 506 926 inhabitants but the real number exceeds 600 000 inhabitants. A faster demographic expansion was caused by concentrating almost all state institutions in Skopje, resulting, beyond the following problems, with enriched social, cultural, economic and political life.

Although with only 202 private vehicles per 1000 inhabitants, this demographic growth brought increase of the number of private owned vehicles create the most of the city's traffic problems. Having in mind that traffic problems related with the quality of life and the economic prosperity of the city, the City of Skopje adopted the SUMP and sustainable transport policy and measures.

The general goal of the SUMP is to transform the existing transport system into system which will reinforce the collective economic, social and ecological needs, and minimizing undesirable economic, social and ecological effects.





## **Infrastructure & Traffic**

Skopje is an important traffic node on the crossroad of two international communications: corridors E-75 and E-65.

Having in mind the orientation of the Skopje Valley, together with the spatial disposition of the neighbouring urban centres, it is reasonable to expect major traffic inflows in the east-west direction. The assessed number of people travelling to Skopje every day exceeds 90.000.

The existing traffic network, shaped after the disastrous earthquake in 1963, is a favourable combination of ring-road, radial and orthogonal infrastructural sub-segments around the very “core” of the city. The lack of some infrastructural back-bone corridors (express streets) forces unwanted interference of transit with non-transit traffic.

In combination with a bit inconvenient concentration of administrative and other service activities in the city’s centre it gathers most of the usual appearances of fast growing and dynamic cities: saturations, bottlenecks, queues, longer travel times, high energy consumption and pollution.

Empowered efforts in amortization of negative tendencies has been channelized through investments in construction of new and reconstruction of the existing primary streets (widening and extension), especially those enabling faster overrunning of the city space in east-west direction with complete avoidance of its central zone.

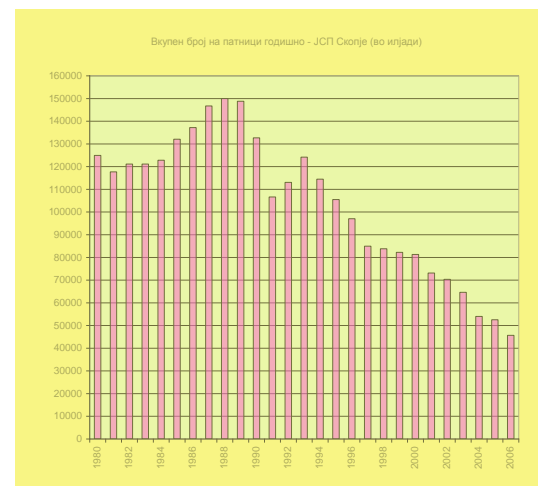
Special reconstructive attention has been dedicated to intersections with the highest detected traffic volumes, resulting in their widening or geometrical transformation from classical three or four legged to roundabouts.

## **Public transport**

Leaning only on bus transport and “freezing” the level of quality of some service aspects caused descending of citizen’s interest in using the public transport system.

The number of passengers has fallen from 150M per year in 1989 to only 45M in 2010.

Today’s system gathers one public and two private companies with 75/25 share of the total number of bus lines.



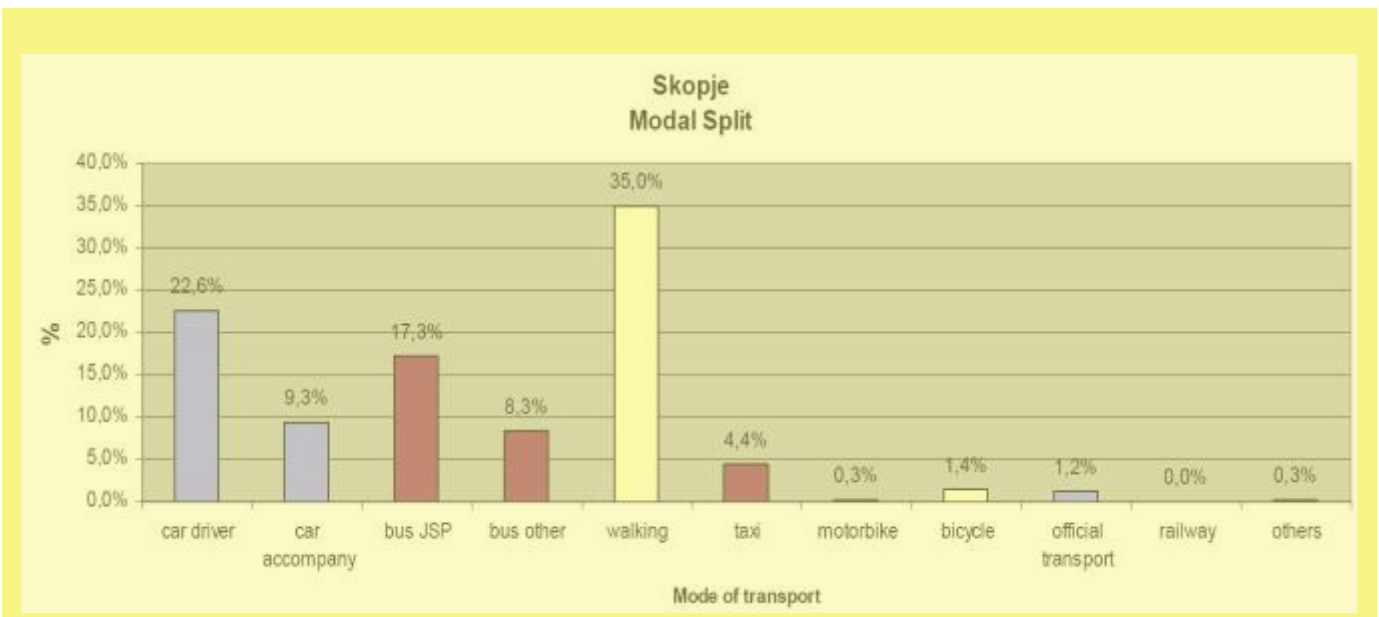


A new breeze has been impaled in the system by renewing the fleet with 300 single and double-deck buses as a part of the public transport segment of the capital. With the reconstruction of the bus stations, conditions have been reached for a comprehensive revision of the bus lines network, planned for year 2014.

In parallel, the city is devoted in conquering a second, tramway based PT sub-system for which all the necessary technical documentation has been prepared, followed by the official intention of the Government to financially support the project. The procedure is in an advanced phase of attracting the possible concession companies.

### **Skopje Modal Split**

The modal split into Skopje city shows that walking is in 35%, driving car 22,6% and using public transport is 17% of total travelings.







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## **Non-motorized traffic**

A “quantum leap” in popularization of non-motorized transport has been achieved with the construction of independent green bicycle route along the major bed of the river Vardar.

Basically for recreation purposes, this corridor enables non-motorized connection between eastern with western mostly residential city zones and has shown itself as one of the most effective transport projects.

This encouraged other projects including pavement and signalization revitalization of most of the existing bicycle paths and, additionally, implementation of the rent-a-bike system.

The non-motorized transport is to be additionally encouraged by transforming some mixed-use zones strictly for pedestrians and bicycles.

It is expected that the amount of non-motorized daily based trips (36.4% in 2009) will remain a bit dominant in relation to private (33.6%) and public transport trips (30.1%).

Although we do not have sufficient analytic data it is recognizable that citizens of Skopje are far more interested in motorcycle and scooter transport than before.

Low expenses for purchasing, maintenance and fuel costs, sufficient mobile independence and high space penetration makes this alternative mode more and more represented on city's streets.

All this assure us that the upcoming activities from the Ele.C.Tra project can be beneficial for the overall Skopje transportation system.

