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# BELGRADE BY BICYCLE

2017-2018



Cycling is today in Belgrade seen as recreation. The aim of this project is that bicycles become a means of transport and that people use bicycles to go to work, college, to go out or shopping and to do all other daily activities.



## WHY BICYCLE?

FASTER  
THROUGH  
THE CITY

HEALTHY  
CHEAP  
LESS TRAFFIC JAM  
NO POLLUTION

## VISION

increasing the share of bicycles  
from 0.7% to 10% in traffic

## HOW?

120km OF NEW LANES  
200 PARKING LOTS  
150 STATIONS FOR PUBLIC  
BICYCLES EDUCATION AND  
CAMPAIGN

## A WORD FROM THE MAYOR

In the current state of the transport system of Belgrade, the share of bicycle traffic in the modal share traffic distribution is close to zero, as compared to Vienna, with 7%, or Ljubljana, with 13%, is almost negligible and much less than Amsterdam or Copenhagen where the share of cyclists in the daily traffic is almost 50%. Also, Belgrade is the only capital city in the region that still has no system of public bicycles.

In European countries, bicycle traffic plays an important role and is one of the main modes of transport for the purpose of meeting the mobility and one of the starting points of the strategy of sustainable development of traffic.

Hiking and cycling are the healthiest and most environmentally friendly forms of transport. The bicycle as a means of transport offers drivers a great number of advantages compared to other modes of transport.

Changing the hierarchy of traffic which gives priority to cyclists and pedestrians significantly raises the quality of life in Belgrade, thus contributing to a healthier neighbourhood, the health of citizens and reducing the need for investing infrastructure for motor vehicles.

The main objective of the project Beograd by Bicycle is increasing the share of bicycle traffic from the current 0.7% to 5% in the next two years, which will start a new trend of developing bicycle traffic, so that in the next 10 years, the share is increased to 10%.



**Siniša Mali**  
Mayor of Belgrade

## BELGRADE BY BICYCLE PROJECT

- 120km of new cycle network
- 150 public bicycle stations
- 200 bicycle parking stations
- Education and campaigns

The project "BELGRADE BY BICYCLE" is the definition and implementation of a sub-project and activities that are in line with the Strategy of the City of Belgrade and integral part of the project IME, relating to the promotion of the concept of urban mobility, redefinition of the traffic hierarchy, where pedestrians and cyclists have priority, as well as raising awareness of environmental protection through the development of environmentally friendly forms of transport.

This is an ambitious but feasible target, as also shown by examples from other cities. Copenhagen despite its unfavourable conditions for cycling (wind, climate, a greater number of cars as well as the opening of a new line of the subway) has a share of bicycle use of almost 50%. Seville, in only a few years ago, with a similar starting point like Belgrade, increased its share from 0.2% to 7%. Even in big American cities like New York, the bicycle is today an integral part of the urban landscape. What is common and connects all of these cities is the fact that they all have a strong political will to bring more security to urban areas and develop healthy-minded way of life by changing the hierarchy of the transport system.

In order to develop bicycle traffic as a form of transport in urban areas, it is necessary to build a proper cycling infrastructure through reconstruction and construction of streets with elements of cross sections intended for this mode of transport, as well as through changes to the existing regime of traffic in the streets that are already built.

In addition to the infrastructure for the development of bicycle traffic it is essential to introduce public bicycles as an alternative to motorised traffic and to introduce parking for bicycles, as well as to raise awareness of security of all participants traffic through campaigns and education.



**Milutin Folić**  
Chief city urban planner

## WHAT NEEDS TO BE CHANGED?

It is necessary to prevent the trend of dominance of cars as the "king of street", i.e., reduce the number of daily trips by passenger car, which would halt the growth of traffic congestion, of pollution levels, as well as of the noise level. With the number of cars on the streets increasing, the city is becoming less human and the place for living that is less quality.

With the development of the transport system of the city of Belgrade so far, the traffic infrastructure that responded to the requirements of motor vehicles has been developed. In the modern period, with the growing number of population and the level of motorisation, space-constrained central areas of the city are no longer able to meet the needs of motor traffic, especially of passenger cars. In line with this trend, Belgrade is also turning to the development of infrastructure for non-motorised traffic, planning and application of the plan and regime measures, which would result in raising the share of non-motorised transport in the distribution of daily journeys.

### DEVELOPMENT OF URBAN MOBILITY

Without safe and attractive cycling network, parking for bicycles, accompanying services, and other offers related cycling, efforts to develop bicycle traffic would be futile. The project "BELGRADE BY BICYCLE" anticipate significant transformation in the traffic system of the city, and a large expansion of the existing bicycle network oriented towards the central area of the city

## WHY BY BICYCLE?

With a bicycle and a speed of 15km/h, the area of accessibility is 14 times greater compared to walking.

Cycling is beneficial for health and prolongs life

Development of cycling also develops tourism

Workers who go to work by bike are more efficient at work

Healthier population

Daily journeys by bike are also a form of physical recreation

Bicycles occupy much less space for parking than motor vehicles

Reducing traffic jams

Bicycle is an environmental form of transport

Bicycles occupy much less space for movement than motor vehicles



Dušan Rafailović  
Secretary of the Secretariat  
for Transport



Cycling is a daily activity for which you don't need special equipment. Across Europe and the world, citizens use bicycles go to the theatre, to a café or to a concert.





## BICYCLE INFRASTRUCTURE

Safe and attractive cycling infrastructure is the first prerequisite for getting more people on bikes. The quality of infrastructure affects attitudes and behaviour, promotes the common traffic of motorised and non-motorised participants in traffic. A clearly structured traffic infrastructure represents the physical setting for an active culture of cycling.

## EXPANSION OF BICYCLE NETWORK

Within the existing street network of the City of Belgrade, there are about 83 km of the bicycle network. The largest part of the existing network is located in the territory of New Belgrade, along the waterside and in the area of Ada Ciganlija.

The project includes expansion of the existing network by an additional 120 km.

The largest part of the extension of 90 km of the bicycle network is provided by the existing road network and green areas, by using the existing infrastructure, which has largely been designed for movement of motor vehicles.

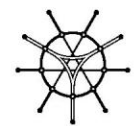
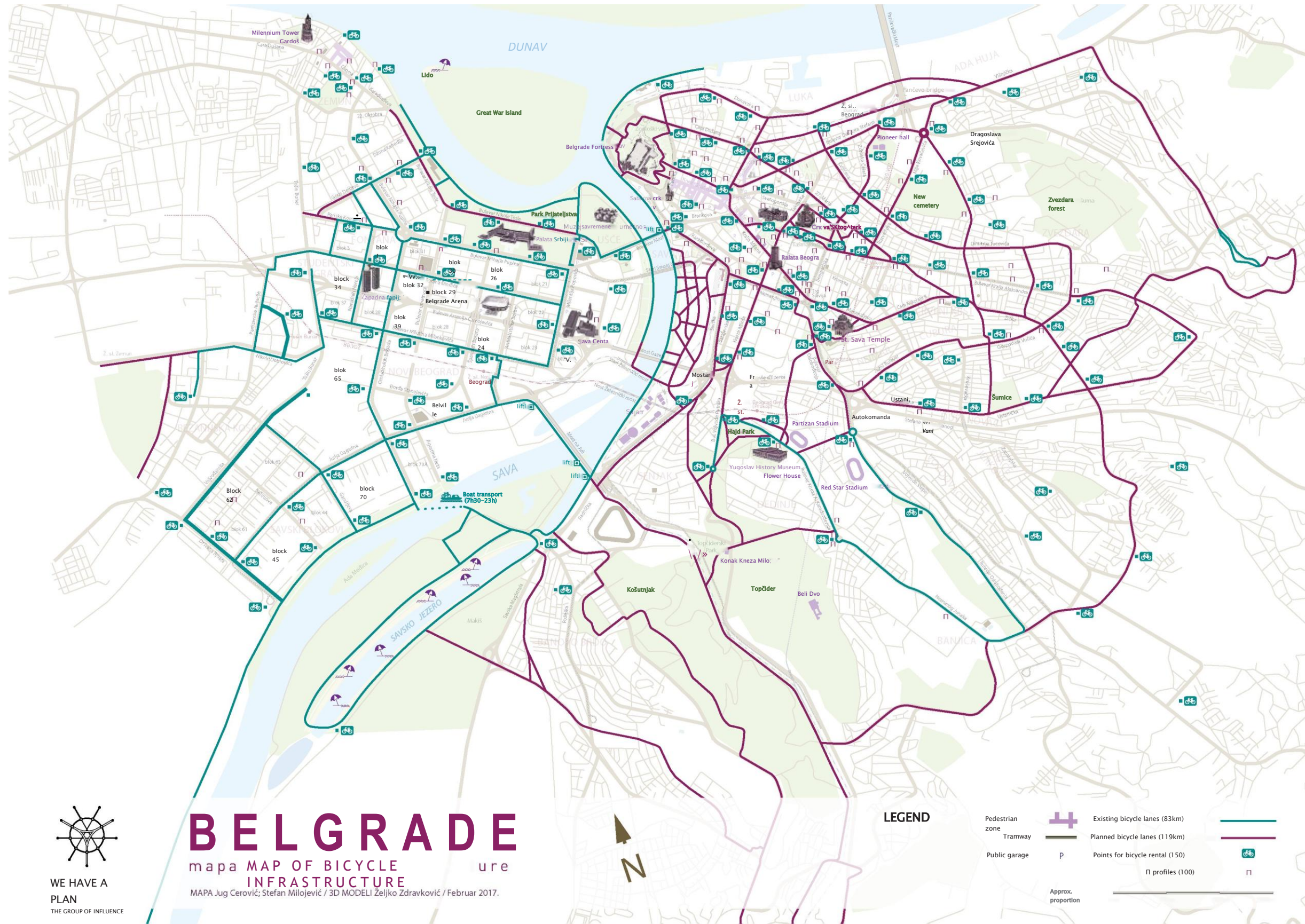
The remaining part of the planned expansion of the bicycle network of 30 km will be implemented through the reconstruction and construction of streets, such as: Bulevar Oslobođenja, Ruzveltova, Nova Dunavska, Francuska, the streets within the Belgrade Waterfront project...

MOVEMENT EFFICIENCY



INFRASTRUCTURE COSTS





WE HAVE A  
PLAN  
THE GROUP OF INFLUENCE

# BELGRADE

mapa MAP OF BICYCLE INFRASTRUCTURE  
MAPA Jug Cerović; Stefan Milojević / 3D MODELJ Željko Zdravković / Februar 2017.

## LEGEND

- Pedestrian zone Existing bicycle lanes (83km)
- Tramway Planned bicycle lanes (119km)
- Public garage Points for bicycle rental (150)
- Pi profiles (100)
- Approx. proportion

# ИШ BICYCLE PARKING

Bicycle parking – “П”  
profile

## BICYCLE PARKING

The project of expansion of the bicycle infrastructure of the City of Belgrade determined 200 locations for parking bicycles. The first phase is planned set up 100 locations, and in the second phase another 100 locations are planned in front of the public institutions, universities, the edges of the pedestrian zone, as well as other centers of attraction. With the increase of the share of bicycle traffic in the distribution of traffic, and with the increase in requests for parking of bicycles, will increase the number of locations.

City municipality Stari Grad – 20 LOCATIONS

City municipality Palilula – 18 LOCATIONS

City municipality Zvezdara – 13 LOCATIONS

City municipality Vračar – 12 LOCATIONS

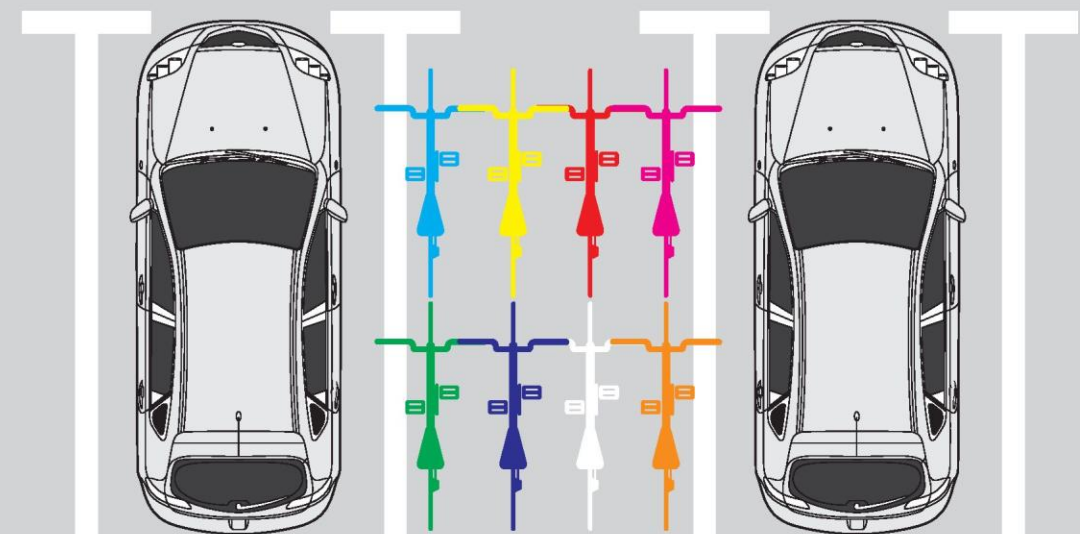
City municipality Savski Venac – 15 LOCATIONS

City municipality Voždovac – 15 LOCATIONS

City municipality Čukarica – 3 LOCATIONS

City municipality New Belgrade – 47 LOCATIONS

City municipality Zemun – 7 LOCATIONS





# SYSTEM OF PUBLIC BICYCLES

## INTRODUCTION OF THE SYSTEM OF PUBLIC BICYCLES IN THE TERRITORY OF THE CITY OF BELGRADE

The system of public bicycles is a service in which bicycles are available to individuals for short periods of use. The system allows citizens to borrow a bicycle at one location and return it at another.

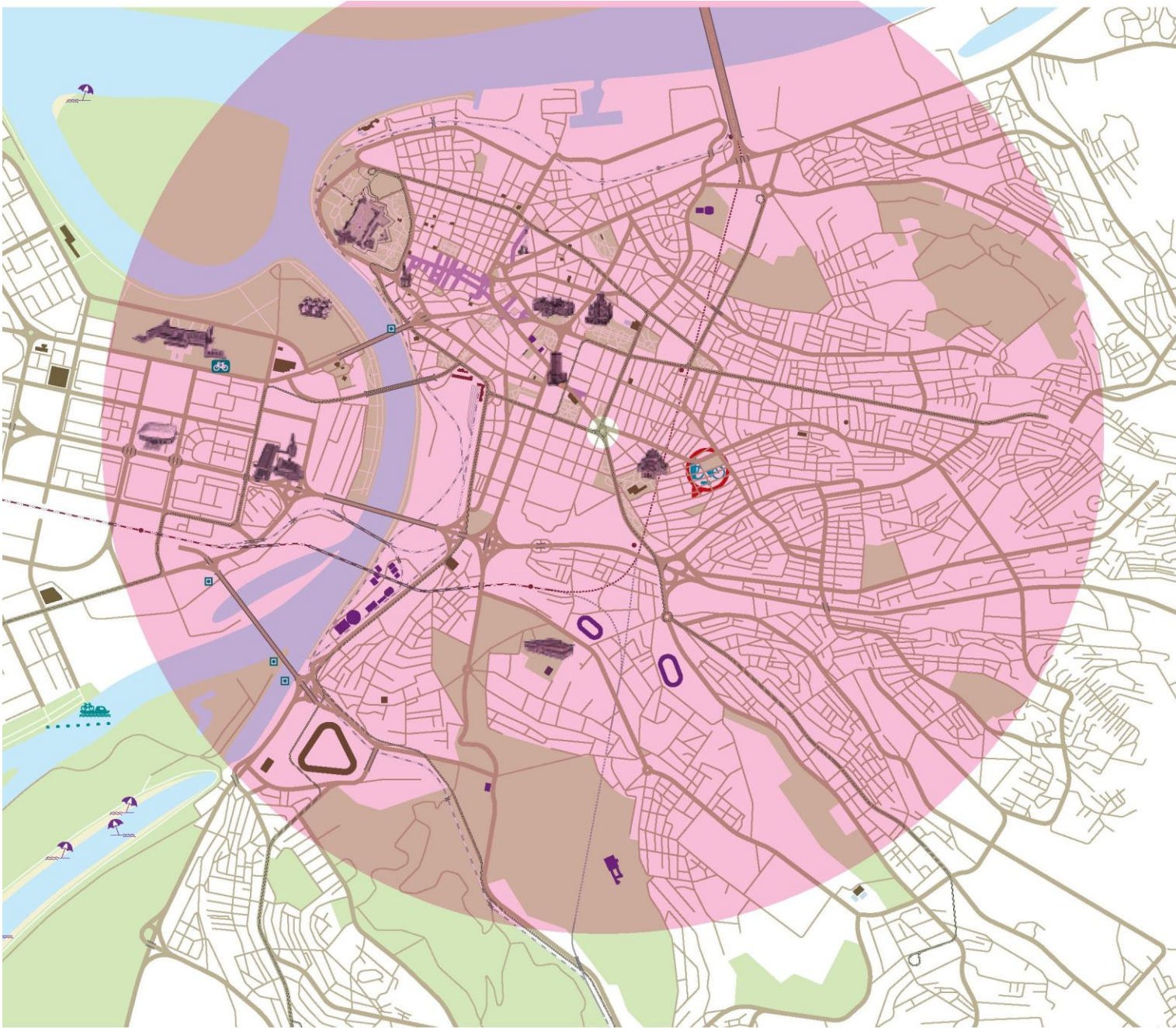
The central concept of this system is to provide free or cheap access to bicycles for short trips in urban area.

The project "BELGRADE BY BICYCLE" plans to offer the system for free use for the first **30 minutes**, which encourages the use of bicycles as a mode of transportation, or as an alternative to public transport or private vehicles, reducing traffic congestion, noise and air pollution. Such system provides the opportunity to have one bicycle used by multiple users per day, while the users do not have the costs of purchasing and maintenance of bicycles.

The City Decision on setting up bicycle rental stations in the territory of the City of Belgrade ("Official Gazette of the City of Belgrade", No. 37/2016) prescribes the conditions and manner of installation, use, maintenance and removal of rental stations for bicycles intended for the transportation of citizens. The plan of setting up the rental stations covers 150 locations for the stations for public bicycles in the vicinity of public institutions, transportation hubs, schools, dormitories, municipalities, and other centres of attraction.

The system of public bicycles is ideal for densely populated cities such as Belgrade. The focus of public bicycles is on daily journeys to and from the city centre, workplace, schools, colleges, recreational areas, etc...





The radius of availability for a 30-minute interval, during which rental of public bicycles is free of charge. After returning the bicycle, 30 minutes is the time interval between the re-use of free bicycles.

## HOW DOES THE SYSTEM OF PUBLIC BICYCLES WORK?

The system of public bicycles is characterised by the use of modern technology and special software designed for this purpose, as well as a bike that should respond to user needs.

The software allows users at any time via mobile and other smart devices to find locations where there are free bicycles. With the same software, the operator takes into account the location and share of free and occupied bicycles.

The bike is easy to use, adjusted for citizens in everyday clothing and footwear for performing their everyday activities.

Each bike is equipped with a metal basket and has the possibility of adjusting the height of the seat.

## SYSTEM OF PUBLIC BICYCLES



APPLY



TAKE FROM  
PARKING

RIDE



## SYSTEM OF PUBLIC BICYCLES



RETURN TO  
PARKING

EDUCATION

# ЕДУКАЦИЈА

## EDUCATION AND CAMPAIGNS

The use of bicycles among children and adolescents has been on a sharp decline in recent years. At the same time, this group should actually build the future of cycling.

In an effort to increase the share of bicycle traffic in the longer run, future generations need to learn about cycling early and need to be brought up in a spirit of culture of cycling.

Therefore, the promotion of cycling among children and adolescents is one of the main priorities of the project "BELGRADE BY BICYCLE".

Within the programmes of education and promotion of the bicycle as a means of transport, the City of Belgrade plans to organise a series of activities and events in cooperation with the cycling associations, including:

**Panel discussions and lectures on safety of cyclists**

**Mobility Week**

**Promotion of cycling in socially responsible companies**

**Construction of polygons for training of children in traffic**

**Educational workshops for the maintenance of bicycles**

Lectures and panel discussions are conceived to offer simple advice to citizens and thus point out to the advantages and importance of cycling as well as to give advice affecting safer cycling.

Within the educational workshops, instructors from the association of cyclists will provide practical guidance to facilitate cycling in the city as well as maintenance and removal of small failures on the bicycle.

### COOPERATION WITH CITIZENS

One focus of the project will be cooperation between the administration and the involvement of the population in the promotion of the bicycle culture in Belgrade.

Inclusion of the population and interested organisations is essential for the effective promotion of cycling. Cooperation affects quickly and efficiently find the right solutions. Approaches to solving the problem in the direction of the users of the infrastructure to the top of the city government, and not vice versa, giving clear signals to the whole population on the readiness of the city to have Belgrade included in the family of European cities that care about sustainable development and urban mobility.

Through the cooperation so far with the cycling associations and opinion polls of cyclists, 30 locations have been selected for parking bicycles and part of the route of the planned bicycle network.

The global tendency of the population migration to cities has made the task before the entire society to overcome the load on every level of life in urban areas; pollutant emissions, congestion of roads and pavements with private vehicles, inaccessibility of public space, reducing green areas, the culture of alienated individuals, are some symptoms of the inability of basic infrastructure to respond to the needs of the cities whose population numbers are constantly increasing. In this regard, developed societies back in the previous century began thinking about the reorganisation that would open space for the application of environmental technologies, while the Serbian public only recently began to ask questions about the environment as a criterion of development and sustainability in economic and social terms.

From the point of modern approach to the development strategy of the city and the development of sustainable transport, at a time when the infrastructure is no longer able to answer the growing needs of motor traffic, the development of bicycle traffic is no longer an option, but a necessity!

## CYCLING CULTURE

Investment in infrastructure by itself is not enough. Only a "live" bicycle culture makes the city a true "cycling city".

Together with good infrastructure, creating a culture of cycling represents the beginning of a change that leads to a culture of sustainable mobility. An important part of the culture of cycling is respect, and the coexistence of all traffic participants.