

**From:** PCM - Project Complaint Mechanism  
**Sent:** 10 May 2016 20:16  
**To:** PCM - Project Complaint Mechanism  
**Subject:** New Project Complaint

## Project Complaint to PCM

**Date/Time**

10/05/2016 19:16

**Name/Organisation**

Udruženje građana "Ulice za bicikliste" (Streets for cyclists)

**Address**

[REDACTED]

**Country**

SERBIA

**Phone number**

[REDACTED]

**Email**

[REDACTED]

**Is there a representative making this Complaint on behalf of the Complainant?**

No

**If yes, please provide the Name and Contact information of the Representative**

n/a

**Are you requesting that this Complaint be kept confidential?**

No

**If yes, please explain why you are requesting confidentiality**

n/a

**Please provide the name or a description of the EBRD Project at issue.**

Reconstruction of carriageway and tramway tracks on

Slavija Square and Boulevard Oslobođenja

1NR (EBRD)/16

**Please describe the harm that has been caused or might be caused by the Project.**

As we found out from the media headlines, plan of authorities of City of Belgrade is to totally move all pedestrian crossing from the Slavia square, which would discourage pedestrians from walking on square at all. Planned detour would be several times longer than existing one with pedestrian crossings located on square. Just to pass from Beogradska street to Makenzijeveva street you would need 200 meters longer walking distance, and there are five

more streets which enter the square, which in worst scenario gives 1 km longer walk to get from one side of square to other. Just to get you real dimension of the problem, radius of square is 100 meters, which gives us longest walking distance of 150 meters if pedestrian crossings stay where they are.

Respectable experts from the field of traffic planning publicly criticized approach with moving of pedestrians from the square and claimed that problem will still exist with the volume of traffic, only the pedestrians will be forced to walk longer distances. They also criticized the idea of moving pedestrians from square, because in worldwide practice we can see totally opposite approach of pedestrianizing of squares and calming of traffic, like in Paris for example.

Having in mind that average walking distance in vast majority of cities is 2 km, we think that it is sufficient evidence that pedestrians would be discouraged if their route is 1 km longer than it used to be. Change from healthier mode of transport towards one which makes more congestion, stress and pollution is not welcome in the modern society. It is proven that faster flow of traffic will only solve problem temporary, only till more car drivers get the idea to use that route and make more congestion which again brings more noise and pollution.

Expert suggested closing of some streets on Slavia square for private cars and leaving only public transport, cycling and walking. That is only sustainable solution for congestion in city centers around the world. We sincerely hope that EBRD will not support this undemocratic and environment hostile move of authorities of City of Belgrade. We are not against the reconstruction, but against moving of pedestrian crossings and we hope that EBRD will manage to mediate this problem.

**Have you contacted the EBRD to try to resolve the harm caused or expected to be caused by the Project?**

No

**If yes, please list when the contact was made, how and with whom**

n/a

**Please also describe any response you may have received**

n/a

**Have you contacted the Project Sponsor to try to resolve the harm caused or expected to be caused by the Project?**

No

**If yes, please list when the contact was made, how and with whom**

n/a

**Please also describe any response you may have received.**

n/a

**If you have not contacted the EBRD and/or Project Sponsor to try to resolve the harm or expected harm, please explain why.**

There are two reasons: a) As you probably know, initial project for reconstruction of Slavia square considered underground pedestrian passages instead of ones on surface. After that idea was rejected by the City of Belgrade because the lack of funds or public pressure, we had no public inspection or any other way to participate or complain for the new solution. City government intentions were only announced in the press:

<http://www.novosti.rs/vesti/beograd.74.html:535598-Slavija-bez-podzemnih-prolaza> b)

Respected urbanists, planners and traffic engineers publicly criticized this changes which discriminate pedestrians but City government showed no interest for dialogue. We can provide links to the articles on web <http://www.novosti.rs/vesti/beograd.74.html%3A597972-Kilometar-peske-oko-Slavije>

**If you believe the EBRD may have failed to comply with its own policies, please describe which EBRD policies.**

n/a

**Please describe any other complaints you may have made to try to address the issue(s) at question (for example, court cases or complaints to other bodies).**

n/a

**Are you seeking a Compliance Review where the PCM would determine whether the EBRD has failed to comply with its Relevant Policies?**

No

**Are you seeking a Problem-solving Initiative where the PCM would help you to resolve a dispute or problem with the Project?**

Yes

**What results do you hope to achieve by submitting this Complaint to the PCM?**

We would like to have pedestrian crossings positioned like now, on the square. Whether it is going to be through direct negotiation with the City supervised by EBRD, or EBRD will present our concerns and demands to the City of Belgrade, it is up to you to decide. Though, we think that is necessary to have you involved in the negotiation from the very start and through all the process, or otherwise we think that initiative doesn't have the chance to be accepted.