

“Bucharest will be a passenger-car-centered city unless something is done!”

6. Future Transport Demand

6.1 Future Increase in the Number of Vehicles

The number of passenger cars owned in the Study Area is estimated to pass 585,000 in 2015. This amount is 1.4 times larger than that of 1998 (411,000). The number of passenger car ownership per 1,000 persons was 191 in 1998, and is expected to reach 259 in 2015. This number of vehicles is far less than that of the major cities in Western Europe (over 400) but nearing that of the major cities in Eastern Europe (less than 300).

6.2 Future Increase in Person Trip

As the economy grows, a person's income will increase and, consequently, more households will own vehicles. Since a person belonging to a car ownership household has a far higher average number of trips than a person who does not, the number of total person trips in the study area is estimated to reach 7,051,000 trips in 2015, which is 1.2 times larger than in 1998 (5,629,000 trips). The average number of person trips will reach 3.1 trips per day in 2015, compared with 2.7 trips per day in 1998.

6.3 Future Person Trip Distribution

Since, in the intensive multi-centred development pattern, there will be more population in the surrounding area than in the central area, the person trips will grow further in the former and there will be far more traffic flow into the central area, where commercial and business activities are concentrated (Figure 6.1).

6.4 Selection of Transport Mode

The following Table 6.1 shows the allocation of future OD traffic estimated in the intensive multi-centred development pattern, to the transport network whose transport facilities have not been improved (Do Nothing Case). Apparently, the passenger car traffic will significantly increase but only about the same number of passengers as at present will use the public transport systems. Therefore, road congestion will occur everywhere in the central area and trunk roads connecting to it unless the transport systems are improved (Table 6.1 and Figure 6.2).

Table 6.1 Number of Trips in Each mode in Existing Condition and Do Nothing Cases
(Unit:Trips)

Transport Mode	Existing Condition		Do Nothing Case	
	No. of Trips	Share	No. of Trips	Share
Public Transport	2,976,670	51.6%	3,021,944	42.9%
Passenger Car	1,642,543	28.5%	2,492,400	35.3%
Truck	237,114	4.1%	329,399	4.7%
Others	909,273	15.8%	1,207,491	17.1%
Total	5,765,600	100.0%	7,051,234	100.0%

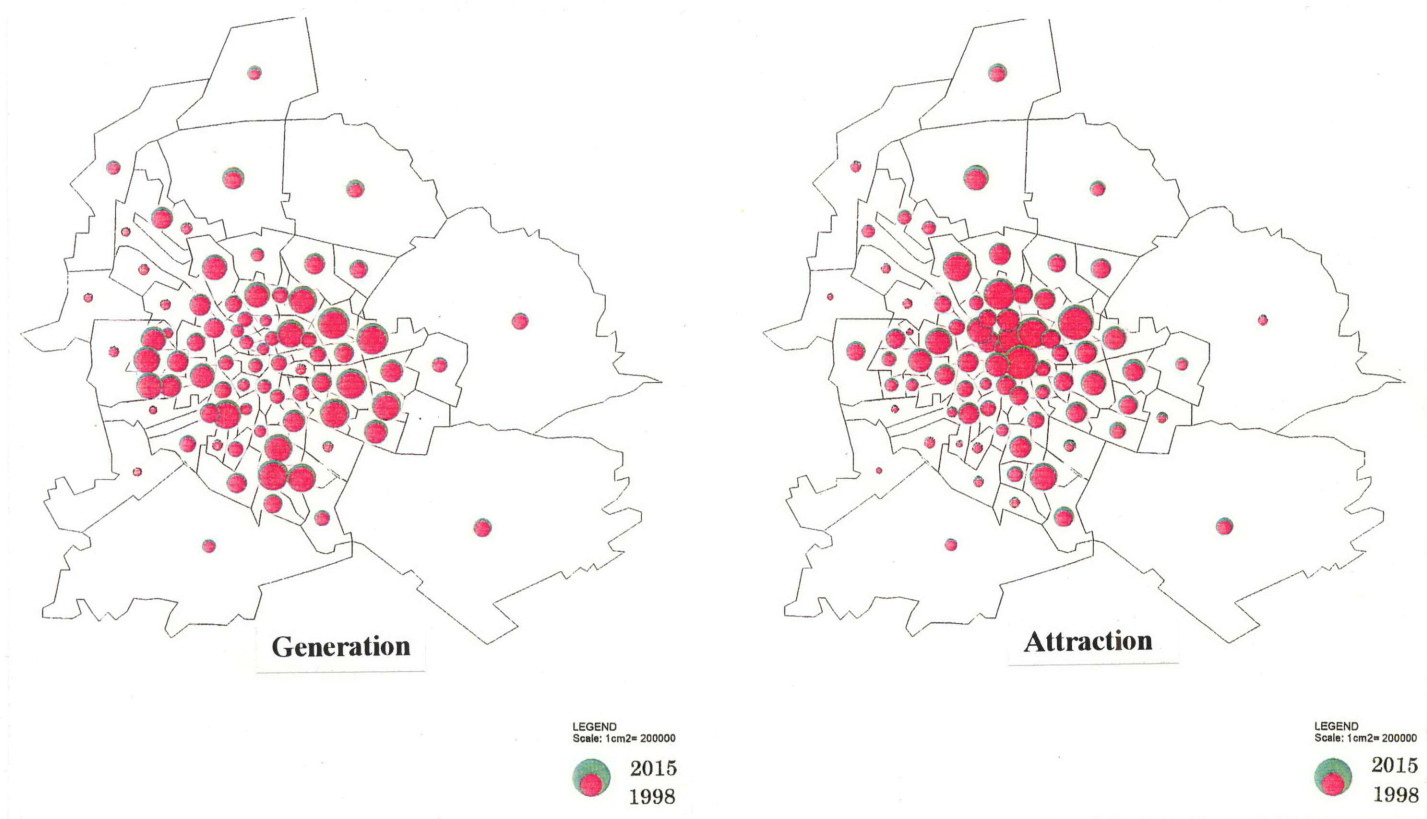


Figure 6.1 Future Concentration of Trips in Each Zone

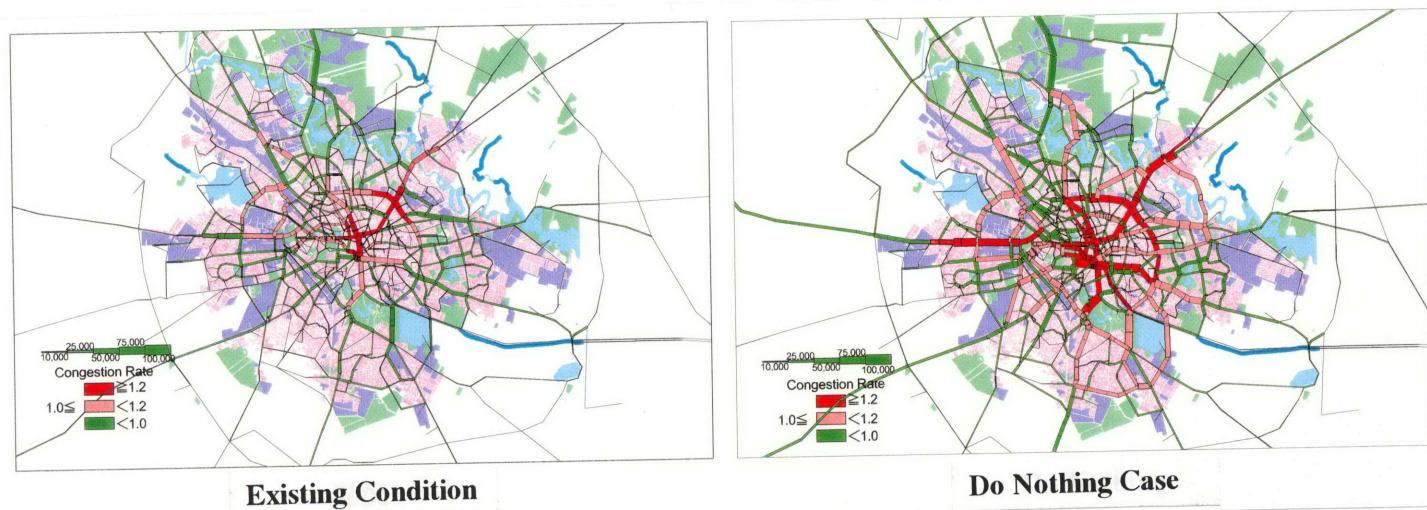


Figure 6.2 Congestion of Roads in Do Nothing Case