Republika e Kosovës
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Municipality of
Junik/Junik

# Urban Mobility Plan for the Municipality of Junik 2016-2020

# Urban Mobility Plan

# for the Municipality of Junik

## 2016-2020

Junik, 2016

# *Acknowledgments*

This Plan has been developed by the working group of the Municipality of Junik, in close cooperation with the coordination group and by the support of professional consultants and DEMOS Project officials. DEMOS Project is implemented by Helvetas Swiss Intercooperation organization and is financed by the Swiss Cooperation Office (SCO).

The Working and Coordination Group for drafting the Urban Mobility Plan in the Municipality of Junik has performed an analysis of the situation on the ground and proposed the Urban Mobility Plan in order to improve the access and free movement of all traffic participants.

## Working group

1. **Hysen Imeri - chairperson of the group**
2. **Venera Shala - member**
3. **Artan Hamza - member**
4. **Dinë Maloku - member**
5. **Xhemë Shehu - member**
6. **Gëzim Geci - member**
7. **Arian Xhuli - member**

## Coordination group

1. **Agron Kuçi - Mayor of the Municipality of Junik**
2. **Zenel Kuçi - Director for PS & CE**
3. **Hasan Krasniqi - Drejtor për Urbanizëm**
4. **Faik Tofaj - Kryesues i K. Komunal**
5. **Leonard Llolluni - Chairperson of the Municipal Assembly**
6. **Kosovare Gacaferi - Director of BF**
7. **Rrezarta Goqi - Director of Administration**

## Support team of DEMOS project

1. **Korab Shehu** - Local mobility expert, Ekoinvest/DEMOS
2. **Mentor Rexhepi** - Local finance expert, Recura Financials/DEMOS
3. **Erëmira Salihu** - Project official of DEMOS/Helvetas-Swiss Intercooperation
4. **Majlinda Jupolli** - Project official of DEMOS/Helvetas-Swiss Intercooperation

# Table of content


**1. SCOPE OF THE PLAN ........................................................ 5**
1.1. Municipal profile from the mobility perspective ........................................................ 6
1.2. Basic principles from the municipal plans and documents,and general objectives of the municipality ........................................................ 7
1.3. Legal framework ........................................................ 8
**2. CURRENT SITUATION ........................................................ 10**
2.1. Traffic safety ........................................................ 10
2.2. Horizontal and vertical signaling ........................................................ 13
2.3. Pedestrian traffic ........................................................ 13
2.4. Cyclist traffic ........................................................ 14
2.5. Parking ........................................................ 15
2.6. Collective transport (public-private) ........................................................ 15
2.7. Movement of persons with reduced mobility ........................................................ 16
**3. VISION - STRATEGIC OBJECTIVES ........................................................ 17**
3.1. Vision elements ........................................................ 17
**4. MOBILITY PLAN ........................................................ 19**
4.1. Increase safety near schools and in city streets ........................................................ 19
4.2. Improve traffic signaling and regulate traffic - one-way local streets and construct new roads ... 22
4.3. Expand the cycling path network and ensure accessibility of people with reduced mobility .. 22
4.4. Regulation of the bus station and regulation of parking lots for taxi drivers ........................ 25
**5. STATEMENT OF REASONING TO DETERMINE THE UNPREPAREDNESS OF THE STRATEGIC ENVIRONMENTAL ASSESSMENT REPORT FOR THE MOBILITY PLAN (MP) IN THE MUNICIPALITY OF JUNIK ........................................................ 26**
5.1. Summary of MP ........................................................ 26
5.2. Legal reference consulted for determination ........................................................ 27
5.3. Comparative analysis under criteria of Annex 1 of the Law No. 03/L-230 on SEA, as well as activities of MP of the Municipality of Junik........................................................ 28
**6. FINANCIAL PLAN 2016-2020 ........................................................ 30**
6.1. Introduction ........................................................ 30
6.2. Municipal budget capacities ........................................................ 30
6.3. Investments ........................................................ 33
6.4. Maintenance ........................................................ 35
**7. ACTION PLAN FOR MUNICIPALITY OF JUNIK ........................................................ 39**
**8. MONITORING AND REVIEW ........................................................ 41**

# 1. SCOPE OF THE PLAN

Many European countries have taken necessary actions and have developed adequate policies to improve the quality of urban life, using, among other things, the planning of sustainable urban mobility. While large cities and other cities in Kosovo are not capable to cope easily with the high degree of motorization, which has experienced a rapid growth, being completely incompliant with the condition of existing road infrastructure. Attempts to build and modernize the road infrastructure network were aimed primarily at accommodating motor vehicles, limiting the free and safe space for other participants in traffic, mainly for the mobility of pedestrians and bicycles.

Given this situation, urban mobility has become a very important issue for all municipalities in Kosovo. Improvement of the mobility in urban areas is closely related to finding ways to promote and maintain the culture of pedestrian, bicycle and public transport movement.

Mobility plans rely on current municipal development plans, but are far more detailed and more specific in the field of traffic and transport in general.

The purpose of the Sustainable Urban Mobility Plan is to create a sustainable transport system and other movements (motorized and non-motorized movements) with the aim at:

- providing easier access to daily movements and other services;
- improving the safety level;
- reducing environmental pollution;
- increasing effectiveness and efficiency when transporting people and goods;
- increasing the attractiveness and quality of the urban environment.

Involvement of citizens and other participants in drafting the Mobility Plan is one of the fundamental principles. Their involvement and ideas are an important contribution, because they are related to business needs, organization and dynamics of the city as well as to the quality of life.

Within the DEMOS project, funded by HELVETAS Swiss Intercooperation, the Municipality of Junik has become one of the partner municipalities that has taken seriously drafting of the Mobility Plan in order to improve the lives of citizens.

With the drafting of the Mobility Plan, the Municipality of Junik tends to be a functional and integrated municipality, accommodating all traffic participants and creating conditions for motorized and non-motorized movement.

## 1.1. Municipal profile from the mobility perspective

Junik is located in the western part of Kosovo, near Bjeshkët e Nemuna. It has a territory of 77.77 km² and extends to geographical latitude of 42.22º and longitude of 20.26º.

Junik Municipality has a suitable geographic position because it extends to the northwest of the Dukagjini Plain, across from the Erenik River Gorge, which stems from the lakes of Gjeravica and winds through the valleys of the Albanian Alps.


*Fig. 1. Geographical position of the Municipality of Junik*

The Municipality of Junik has a suitable geographic position in front of the picturesque Erenik River Gorge. Junik's altitude ranges from 450 to 600 meters above sea level.

Junik has different types of landscapes, that of hydrographic (Erenik and Trava rivers), plain landscapes (Junik Plain) and hilly or mountainous landscapes (Gjeravica, Moronica).

### Population

According to the 2011 census, Municipality of Junik has 6.083 inhabitants and around 770 households. However, the number does not include residents in the Diaspora. The number of inhabitants registered in Junik, including the Diaspora, is estimated to be around 9,500.

About half the population is under the age of 26. About 12.5% of them are considered to be living in poverty. The entire population is Albanian.

## 1.2. Basic principles from the municipal plans and documents, and general objectives of the municipality

The Municipality of Junik has adopted the Municipal Development Plan (MDP), the Urban Development Plan (UDP) and the Urban Regulatory Plan (URP) for the areas: “Qendër (Center)”, “Gacafer-Pepsh” and “Krasniq-Bajraktar”.

The strategy for the traffic and transport system is addressed within the Urban Development Plan. Below are presented some of the municipal strategies that are foreseen within these plans and which address the traffic and transport problems in general:

- The Development Plan highlights the radius corridors[1] as the most important corridors of further development to give the city better expansion and “breathing” in relation to the interdependent polarities and territorial natural values around Junik. But, care should be taken to ensure that the movement flux does not “collide” in the center by overloading it, but instead to find ways to ease it through the connecting roads.
- The Urban Development Plan should also redefine and clarify the destinations of connecting roads so that they are equipped with a specific identity and to enable the relieving of movement from one radius to another, by creating possible rings around the overloaded center. It is evident in the planimetry that some end streets tend to join, thus creating “connecting” roads. The Urban Development Plan should clarify these “connecting roads”[2] in terms of their continuity with the same physical parameters, as well as with elements of urban design such as sidewalks, greenery, lighting and other necessary elements.
- With regards to tertiary networks, the Urban Development Plan aims a shift from the “tendency to turn them into a network” into a proper connective network, and both “connecting” elements and “end” elements should be considered in this regard, as well as the possibilities for turning end elements into an internal distribution network that end up in a dwelling, in a particular building, or in an open area. These opportunities exist and need to be addressed according to each unit specifically.
- According to this Plan, high priority is given to peripheral itineraries to guarantee connections with panoramic viewpoints outside Junik, or “panoramic corridors”, such as: panoramic hill ridges, potentially landscape areas, such as: river corridors or stream trails, or special natural elements, etc. This can be achieved through the construction of pedestrian paths (sidewalks), ranging from the river level to panoramic hills.
- Improvement of road corridors in cases where Junik’s functions are changed or augmented.
- Improvements to the “end network”[3] and its transformation into a proper road network, equipped with the necessary rural and urban elements (according to the location of the unit area), such as: at least two traffic lanes, sidewalks, road greenery (which can also be native fruit trees), night lighting, etc., thus greatly facilitating the functioning and lives of the inhabitants of these areas.
- Construction of a promenade on the western side of the Erenik River.

1 They are the main streets of the city and which are all connected in the center, with the exception of the roads R-09, R-10, R-11 and R-12, which end at the radius R 01 and stretch to the agricultural area.

2 The connecting roads are internal corridors that cross Junik and its neighbourhoods, making their connection with one another and thus facilitating the movement of motor vehicles.

3 End roads are segments that start from "connecting roads" or "radius corridors" and end up in buildings, inside urban space

## 1.3. Legal framework

The Urban Mobility Plan for the Municipality of Junik is a document that should promote the common interests of the inhabitants of Junik, for free and safe movement of all traffic participants, to improve the quality of life and to create a clean and healthy environment and social environment.

The Urban Mobility Plan for the Municipality of Junik is based on the legal framework in force in Kosovo, as well as on the international principles and conventions that are related to sustainable urban mobility, such as:

- Law no. 02 / L-70 on road traffic safety;
- Law no. 2004/1, and Law no. 04 / L-179, dated 16 May 2013, on road transport;
- Law no. 2003/11 on the roads;
- Law no. 03 / L- 040 on local self-government;
- Law no. 04 / L- 076 on Police, Assembly of Kosovo (2012);
- Law no. 2012/04– L-174 on spatial planning;
- Law no. 03 / L-160 for the protection of air from pollution; and
- Law no. 03 / L-025 on environmental protection.

Traffic safety is regulated by the Law no. 02/L-70 on road traffic safety. The purpose of this law is to regulate rights and obligations in the road traffic system.

In addition to the Law on Road Traffic Safety, traffic safety issues are also covered by the Law on Police, adopted in 2012. On the other hand, the Law on Local Self-Government, the Regulation on Municipal Services and other sub-legal acts of Kosovo Municipalities address the area of traffic safety by completing the legal basis for this area.

The Law on Spatial Planning aims to regulate all issues related to spatial and urban planning. Within the scope of this law, spatial planning should respect the principles of protecting Kosovo's natural resources and promote sustainable development, it should also support inclusive and participatory processes and should include all stakeholders and communities.

The Law on Spatial Planning foresees integration of professional expertise into the planning system by establishing a planning committee of experts (at the local level). In Kosovo there are two levels of planning (national and local) and types of plans are: Kosovo Spatial Plan, Spatial Plans for Special Areas, Municipal Development Plans (MDPs), Urban Development Plans, Urban Regulatory Plans.

The Law on Environmental Protection defines the rational utilization of natural resources and the restriction of environmental pollution, prevention of damage, rehabilitation and improvement of the damaged environment, improvement of environmental conditions related to the quality of life and protection of human health.

The Law on Local Self-Government defines the legal basis for a sustainable system of local self-government in the Republic of Kosovo, as well as it defines their functions, competences, rights and duties and of the respective bodies.

Within the framework of the Law on Local Self - Government, rights have been assigned to the local level, including the right to:

- Local economic development;
- Urban and rural planning;
- Land use and development;
- Implementation of the construction regulations and standards for construction control;
- Protection of the local environment.

# 2. CURRENT SITUATION

The Municipality of Junik is located in the western part of Kosovo, where the dominant road corridors are the regional roads connecting Junik with large centers, such as Peja, Deçan and Gjakova. In this municipality is only developed road transport, because no other forms of transport have been developed. The nearest railway station is in the city of Peja, while access by air can only be done at the Pristina airport.

The municipality has a suitable configuration for the development of non-motorized movements, such as walking or cycling movements. Regarding the latter, the municipality has developed and started the construction of the supporting infrastructure, especially the touristic one. In some parts of the city are constructed cycling trails for daily needs, while there are also trails that have been constructed along the Erenik River for recreational touristic needs.

The Municipality of Junik is characterized by a not very high traffic flux, as well as with sustainable road traffic networks. Sufficient investments have been made in this network, especially in recent years.

## 2.1. Traffic safety

Junik as a settlement with a relatively small number of inhabitants is characterized by a good safety level, as a result of the low flow of vehicles. There are actually some roads that do not meet the geometric technical criteria to provide safety to all participants. Continuous pavement of some roads has been done, but in most of them in Junik neighborhood there are no sidewalks for pedestrian movement, although they are foreseen in the URP. This is also the main problem that this municipality has in terms of traffic safety. To contribute even more, we must also mention the lack of signaling, both horizontal and vertical.

During the traffic safety analysis, we have come to the conclusion that there are some roads that are considered with a low safety, because they do not have the right width to develop traffic in two directions, and they become more dangerous when pedestrians also move in these vehicle road lanes.

One of the main problems is also the regional road 109, the road from the center towards the primary school.

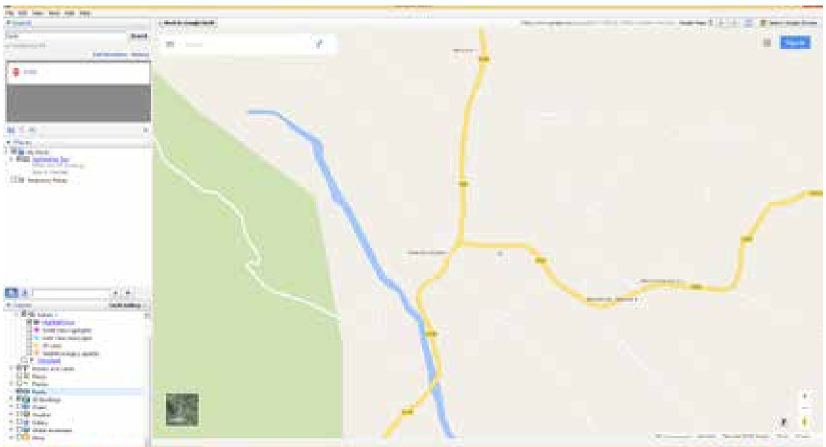


*Fig. 2. Roads in the Municipality of Junik*

This is at the same time the main problem in the city, especially during the time when students come and go to school.


*Fig. 3. Roads map of the Municipality of Junik*

This is a road segment 200m long, in which vehicle traffic is carried out in both directions, and at the same time it is used for the pedestrian movement, i.e. by the pupils.

The picture below clearly shows that the road is too narrow for the movement of vehicles, especially in cases when we are facing passing of heavy vehicles. This is also the main traffic artery through which these vehicles move, frequency of which is due to the quarries located in that part of the city.

*Fig. 4. Narrow road from the centre to the P.L.S.E*

*Fig. 5. Lack of signaling*

*Fig. 6. Lack of signaling*

Other facts that are directly related to road safety should also be pointed out; thus, most of the roads in the city lack sidewalks, and pedestrians are forced to use vehicle road lane for walking or they use the places where there are jetties.

*Fig. 7. Lack of signaling*

*Fig. 8. Lack of signaling*

*Fig.9. Lack of signaling*

*Fig. 10. Narrow road*

*Fig.11. Unpaved road*

*Fig. 12. Lack of signaling*

From both field visit and photographs, it is clear that there is a lack of signaling on all streets of the city, which directly affects traffic safety.

## 2.2. Horizontal and vertical signaling

All safety problems mentioned in the previous chapter are directly linked to both horizontal or vertical signaling. In the municipality of Junik, main roads are maintained by the Ministry, but situation with signaling is not very good. There is signaling in the new roads, but within neighborhoods there is no signaling at all, which is also a concern for the city's inhabitants. Many roads are narrow and access to them is very difficult because of the reduced visibility, and this is a problem that can be avoided by installing traffic mirrors.

## 2.3. Pedestrian traffic

Most of the inner roads are paved, while installment of public lighting is expending throughout the city. The lack of pedestrian crossing spaces is worth noting. The few existing sidewalks are constructed only in the center of the city, and even there only partially. This increases the risk of accidents that endanger pedestrians, especially school pupils.

Another characteristic for the Municipality of Junik is the presence of water lines alongside the roads in the form of open canals, which go through the city and are used for irrigation.

At the inter-municipal level, small municipal roads, unclassified roads and simple agriculture roads or for pedestrians have a significant contribution in the internal transport infrastructure (walking or cycling in the town) and as a tourist attraction. From the survey and discussion with the working group and the visit to the settlement, it is clear that internal mobility is high and fast on schedule, and inclusive investment in this area are welcome, while hiking and mountain biking as a tourist development can only be seen as a long-term strategy to be developed step by step. The Municipality of Junik has worked on a segment of cycling trails and is expected to commence works on the implementation of the project for cycling trails supported by sidewalks, where infrastructure and property issues allow this. However, this positive initiative cannot be effective unless the issue of maintenance is resolved (the cycling trail should not be overtaken by passing vehicles, as it accumulates dust and particles, which makes it unsuitable for cycling).

*Detailed information on the length of sidewalks can be found in the Annex.*

## 2.4. Cyclist traffic

In the Municipality of Junik there is infrastructure for cyclists, but it is not sufficient. However, the initiative for the development of this type of transport is very good. On the main road there is a cycling lane that is only marked with horizontal signaling, but is not physically separated.

*Fig.13. Cycling trails*

While physically separated cycling trails are constructed along the river bank, which has been constructed for recreational purposes, with a length of 700 m.


*Fig. 14 and Fig. 15 Sidewalk and cycling track*

## 2.5. Parking

The municipality of Junik has not sufficient public spaces to be used for vehicle parking purposes. We have only one private parking lot that does not meet the conditions for operation.

There is a parking lot for taxi drivers, located in the city centre.

The newly constructed bus station includes a parking lot and on the lateral part of the bus station parking space has been envisaged for taxis.

## 2.6. Collective transport (public-private)

In the municipality of Junik, internal public transport does not work. However, this municipality is crossed by the municipal bus lines that are stationed at the new bus station in the town centre, on the right side of Junik-Rastavicë road. Through these buses, travellers move in different directions, both to the surrounding villages and to other cities. There are regular lines to Deçan, Gjakova, Peja and Prishtina.

Direct and fast lines are oriented towards Deçan and Peja, while Gjakova can be reached more often, given that the services to Deçan continue to operate through the highway where passengers can connect to regular services traveling to the direction between Peja and Gjakova.

Nine taxi cars are registered in Junik. We have adopted a Municipal Traffic Regulation setting out taxi service fees. Taxis are still located near the centre mosque. The taxi parking lot location is thought to be determined near the new bus station.

## 2.7. Movement of persons with reduced mobility[4]

Municipality of Junik does not have adequate infrastructure that would allow people with reduced mobility easy access and free movement. In some parts of the city, namely in the investments along the banks of the Erenik River, we tried to construct an adequate infrastructure for easy access, but this was not done according to standards.

Municipal facilities and new buildings are equipped with such infrastructure.

4 people with disabilities, elderly people, people in wheelchairs, etc.

# 3. VISION - STRATEGIC OBJECTIVES

Based on the situation analysis and the documents drawn up so far, the Municipality of Junik has a clear vision regarding the development orientation of the city, which consist of transforming it into a cultural heritage site. The vision according to the existing documents is as follows:

*Junik, the founding place of tradition and institution of Oda, an "Ethnographic Park" of natural and cultural heritage, whose preservation will generate sustainable development and well-being for its inhabitants, with a well-deserved place in the regional tourist offer and European integration.*

## 3.1. Vision elements

Sustainable mobility is a long-term vision of every municipality/city. Achieving this vision would be simply unimaginable without clearly formulated objectives and adequate measures to achieve these steps for mobility and integration of the city.

Therefore, in line with the visions of the existing plans (MDP, UDP and URP) regarding the Sustainable Urban Mobility Plan, the vision of Municipality of Junik is as follows:

**Junik, a safe city for free movement for all traffic participants, with a sustainable infrastructure and enabling access for all traffic participants.**

To achieve this vision, it is necessary to set clear objectives and ensure the following:

- Increase safety near schools;
- Improve traffic signaling and regulate traffic - one-way local roads;
- Construct new roads;
- Expand the cycling path network;
- Ensure accessibility for people with special needs;
- Regulation of the bus station and regulation of parking lots for taxi drivers.

### O.1. Increase safety near schools

The situation analysis showed that there is no adequate safety near primary and secondary schools in the city of Junik regarding student movement. The primary school located along the R109 road is the main issue. The road from the centre of Junik to the school is very narrow; it has no sidewalks; and becomes even more dangerous in cases of heavy vehicles movement.

## O.2. Improve traffic signaling and regulate traffic - one-way local roads and construct new roads

Proper signaling and traffic orientation are the two main tools to improve safety and accomplish the city vision for free and safe movement.

## O.3. Expand the cycling path network and ensure accessibility for people with reduced mobility

As mentioned in the situation analysis, several cycling paths have been built in the centre of Junik. However, this is not enough as they were not completed in order to provide a quality service. The infrastructure is already in place, but it is necessary to add other paths to this network in order to make it usable both for daily movement and touristic needs.

## O.4. Regulation of the bus station and regulation of parking lots for taxi drivers

The location for the construction of the bus station is set but it is not functional because it does not have adequate signaling and its platforms have not been defined according to standards for a bus station.

# 4. MOBILITY PLAN

## 4.1. Increase safety near schools and in city streets

The organization of one-way streets for some neighbourhoods of the city has been carried out, especially for roads that have no sidewalks and in which no sidewalks can be constructed. With one-way circulation it is possible to create a separate space for pedestrian movement.

The following figure shows an example of how a pedestrian space can be reserved inside the surface for vehicle circulation.

Most of the streets within the city are very narrow and traffic takes place in both directions. Making them one-way streets as in the figure below, a space is created that can be marked for pedestrian movement, e.g. on a 4,5 m wide road, 3 m can be designated for movement of vehicles in one direction, while 1,5 m can be designated for safe pedestrian movement.

*Figure 16: Space intended for pedestrians*

*Figure 17: Space intended for pedestrians*

The figure above shows the way from the centre to the primary school. There are some scenarios about how to organize traffic in this part.

Scenarios

**Scenario1 – Construction of a new road**

**Scenario 2 – One-way traffic**

**Scenario 3 – Adjustment with illuminating signals**

**Scenario 4 – Restricted movement of heavy vehicles for a fixed period from 07:00 to 13:00**

According to the first scenario it is planned to build a road along the school which is connected to the city centre. With the construction of this road, it is thought to build a one-way traffic circuit. This plan requires much larger investments but is a long-term solution. The plan is shown in the following figure.

*Scenario 3: Adjustment with illuminating signals*

As pointed out above, the road to school is very narrow and does not meet the minimum criteria for two-way traffic. Optional solutions could also be the lighting signals that would turn this road segment into a one-way traffic, which would create enough space for safe pedestrian and vehicle movement.

Scenario 4 does not require large investment and is easy and quick to implement. This scenario is based on restricting heavy vehicle movements when pupils are at school. Currently, it is arranged in this form through vertical signaling.

Speed bumps could be used as an additional traffic-calming measure as shown in the figure below.


*Fig. 18. Speed bumps*

## 4.2. Improve traffic signaling and regulate traffic - one-way local streets and construct new roads

Regulation of horizontal and vertical signaling will be done in order to increase the safety level and to signal traffic participants for the traffic situation.

In addition to placing the necessary signs at the appropriate locations, special importance will be given to the level of information.

In such a context, traffic signaling (horizontal, vertical and complementary) should provide the appropriate information and be eligible under any atmospheric and visibility conditions (day, night, humidity, drought, fog) and guarantee complete information on vehicle direction. A clear and efficient signaling is also the key element for effective road safety improvement.

**Horizontal signaling** is scarce and there are many problems of alignment and maintenance. These problems are caused by the poor road cover stability and the presence of dust caused by unpaved roads and unpaved sidewalks or poor road conditions.

**Vertical signaling** should have a technical use term of not less than seven years. Vertical signals must also be homogeneous, avoiding the phenomena where small and large signals are placed without any particular criteria. Often their height is not in accordance with the rules of placement, they are not sufficient and sometimes not in very visible places.

## 4.3. Expand the cycling path network and ensure accessibility of people with reduced mobility

In the city of Junik it is necessary to maintain the existing paths and connect them with other parts of the city in order to expand them, given that the centre area is very small and all daily movement can be carried out through active modes. A functional network and promotion of active modes would be an attraction in this city. In addition to daily cycling needs, tourism cycling should also be promoted in the city of Junik due to the fact that the city has a very good configuration to allow this. The figure below proposes to build a network along the main road, as it meets the technical requirements in terms of road width.

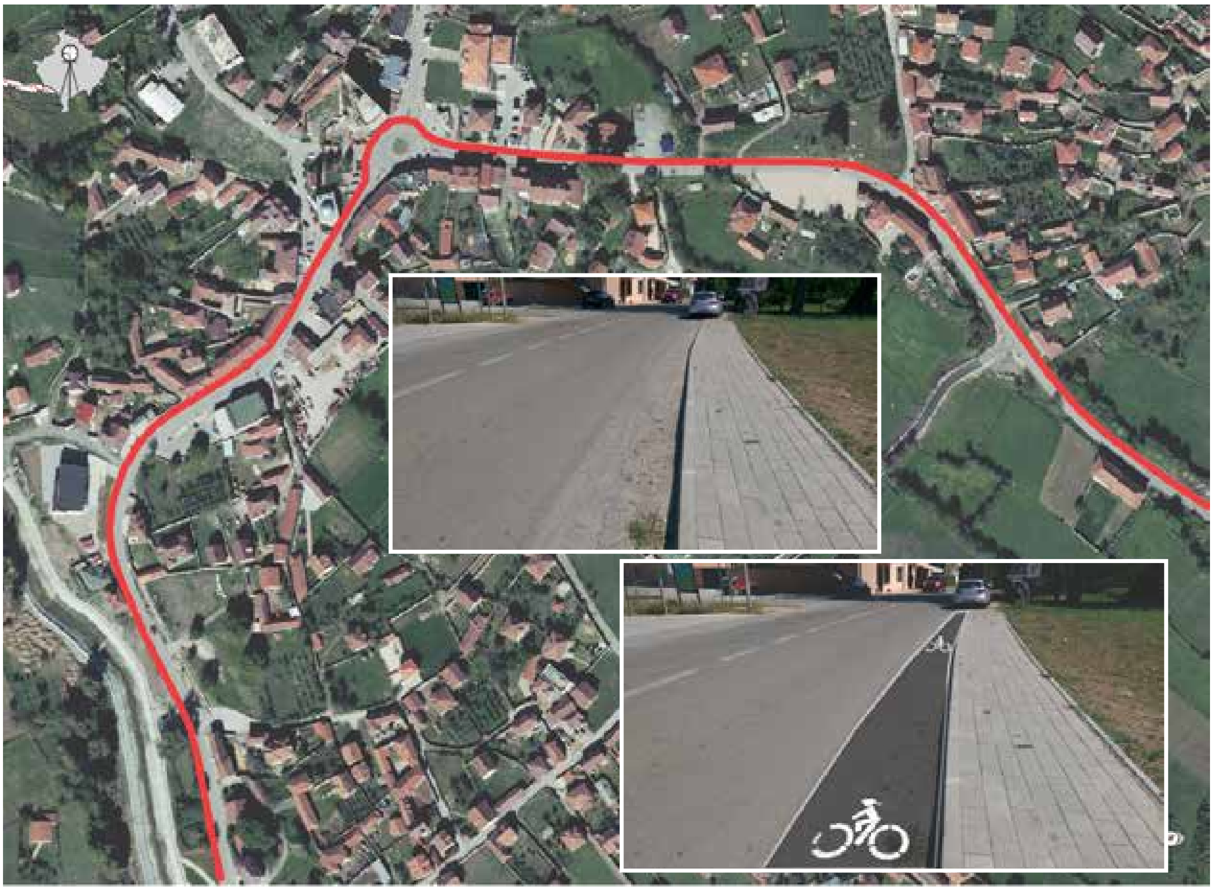


*Figure 19: Proposed construction of the network along the main road*

On the other side, it is very easy to extend and arrange paths for mountain biking.

*Figure 20: Cycling paths*

Although some efforts have been made to improve the accessibility of persons with reduced mobility, they are not sufficient and are not adequately designed for easy access. Following are some technical criteria that must be respected in order to improve accessibility in general.

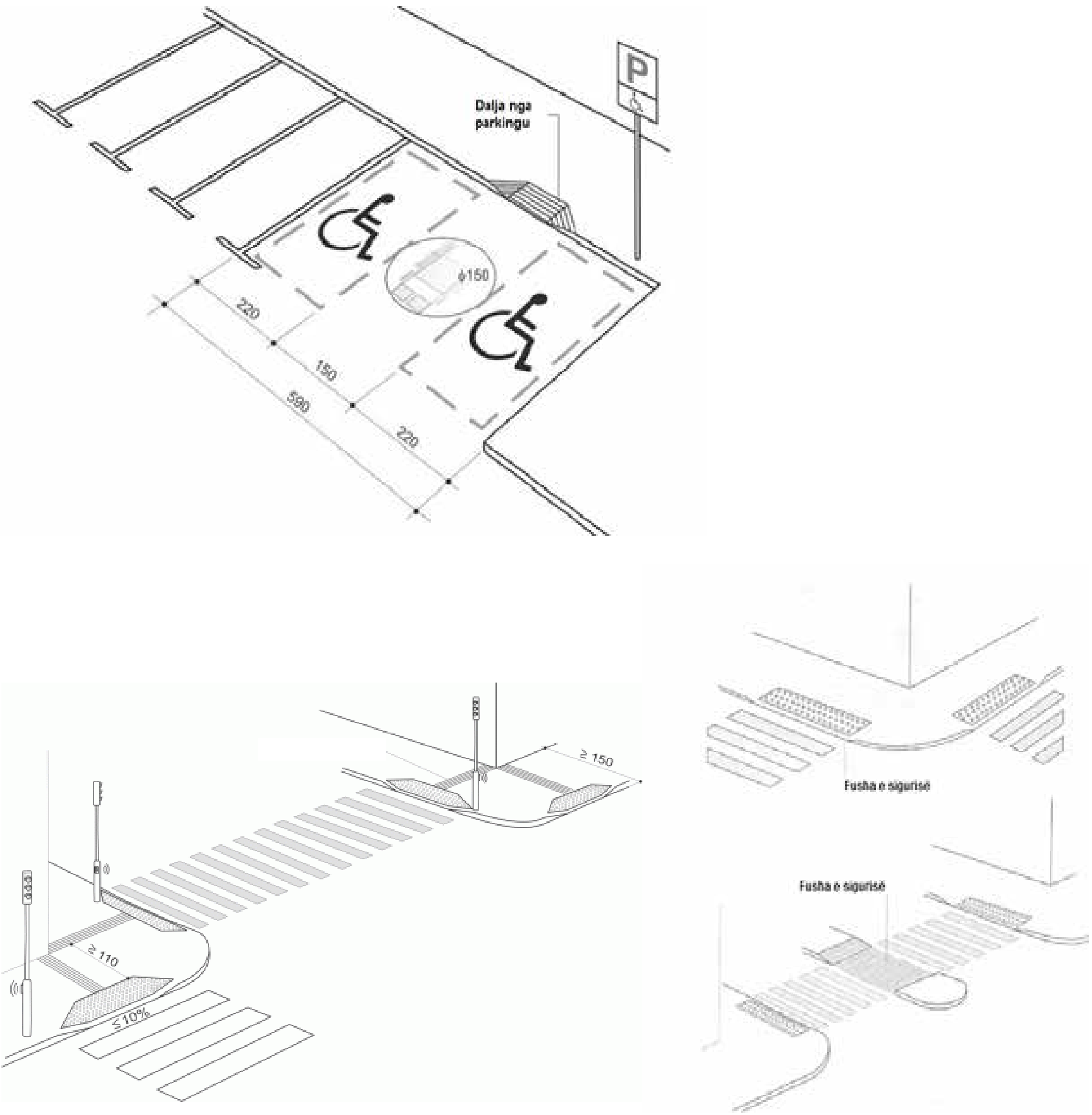



*Figure 21: Technical criteria to improve access for persons with reduced mobility*

## 4.4. Regulation of the bus station and regulation of parking lots for taxi drivers

The bus station is located at the entrance of the city from the main road Deçan - Gjakova. It is asphalted but is not marked as a bus station and does not meet the operating criteria as such. Therefore, it is necessary to define the bus platforms according to standards and to install proper signaling for its functionality. Its functionality is foreseen within the plan. The following figure shows the location of the station, which meets the current requirements of public transport movement.

*Figure 22: Location of the public transport station*

# 5. STATEMENT OF REASONING TO DETERMINE THE UNPREPAREDNESS OF THE STRATEGIC ENVIRONMENTAL ASSESSMENT REPORT FOR THE MOBILITY PLAN (MP) IN THE MUNICIPALITY OF JUNIK

## 5.1. Summary of MP

The Municipality of Junik, with the support of the DEMOS project, has prepared a Sustainable Mobility Plan (MP). Initially, a Working Group was established, consisting of representatives of different stakeholders and of relevant departments from the Municipality of Junik.

An important role in the MP preparation process was played by the experts engaged by DEMOS, who have worked closely with the municipal experts in identifying and describing the current situation regarding the state, structure and conditions of traffic development, financial analysis and financial opportunities for realizing sustainable mobility, setting targets, and setting actions and activities to be undertaken to ensure a comprehensive and sustainable mobility.

**Mobility Plan includes:**

- increased traffic safety;
- improvement of signaling and regulation of circulation;
- regulation and management of parking lots;
- construction of cycling and recreational paths;
- adaption of road infrastructure for persons with special needs.

**Mobility Plan does not include:**

- major engineering projects and interventions affecting the environment;
- construction of new roads;
- construction of follow-up infrastructure, such as bridges, roundabouts, underpasses or overpasses;
- other projects for which environmental impact assessment would be required under the law.

## 5.2. Legal reference consulted for determination

Law No. 03/L-230 on Strategic Environmental Assessment

**Article 3**

1. SEA shall be carried out for certain plans or programs when exist possibility that realization are likely to have significant environmental effects.
2. Drafting of SEA report is obligatory for plans and programs from spatial planning and city planning field, on land use, agriculture, forestry, fisheries, hunting, energy, industry, mines, traffic, waste management, water management, telecommunication, tourism, which give a frame for future development projects, which undergoes environmental impact assessment according to the Environmental Impact Assessment Law, as well as, plans and programs which, taking into the consideration location in which they realize, can have an effect on nature protected zones, on nature habitats and in wild flora and fauna.

Determination not to prepare a SEA report on the Mobility Plan (MP) in the Municipality of Junik is in accordance with the abovementioned Article. Point 2 of this Article points stipulates that **"... SEA report is obligatory for plans in the field of ... traffic..."**; but in the second part of the same paragraph it is said that **"...which give a frame for future development projects, which undergoes environmental impact assessment according to the Environmental Impact Assessment Law..."**

**Article 5** Determination of need for SEA,

1. The responsible authority shall determine, in a case-by-case examination, in accordance with the criteria in Annex I, whether the plans or programmes referred to in Article 3 paragraph 3 and 4 of this law that are likely to have significant environmental effects and therefore to require SEA.

Referring to the aforementioned provision, the Working Group for preparation of the MP has reviewed the MP by comparing with the criteria of Annex 1 of the Law on SEA, where it also concluded that MP is not expected to have major environmental impacts, and as such is not subject to SEA procedure.

## 5.3. Comparative analysis under criteria of Annex 1 of the Law No. 03/L-230 on SEA, as well as activities of MP of the Municipality of Junik

| *Assessment criteria under Annex 1 of the Law on SEA* | *Effects of the Mobility Plan in the Municipality of Junik (MP)* |
|---|---|
| **1. Characteristics of plans and programs, particularly having in mind:** | |
| 1.1. extent to which a plan or program defines the framework of projects and other activities, or their relation to the location, nature, size and operating conditions or the specified resources; | MP does not foresee the development of projects (infrastructure, traffic facilities, etc.) which would be subject to the procedure under the Law on SEA. The main objectives will be to facilitate road traffic by taking mitigating measures in order to enable all traffic participants to safer movement. |
| 1.2. extent to which the plan or program influences plans and programs involved and those in the hierarchy; | This plan is in accordance with the Municipal Development Plan to which SEA was also done, and does not affect other existing plans, whether municipal or national. |
| 1.3. linking of the plan or program to integrate environmental considerations, particularly with regard to the promotion of sustainable development; | In general, the plan is in harmony with the principles of sustainable development, proposing mitigating measures to promote non-motor movements in this municipality that would contribute to the improvement of air quality on the one hand, and generally on the health of inhabitants of this municipality. |
| 1.4. environmental problems associated with the plan or program; | The objectives set out in the framework of the Mobility Plan for the Municipality of Junik have not encountered potential environmental problems that could arise as a result of the fulfilment of the above-mentioned objectives. |
| 1.5. compatibility of a plan or program for implementation of community environmental legislation (e.g. plans and programs related to waste management and water protection | The plan is not required under either environmental or local self-government legislation, but it may be related to many laws that promote sustainable development, improvement of quality of life, free and secure movement for all traffic participants, etc., and it can be said that is done voluntarily by the municipalities as such, and given the requirements deriving from the Law on SEA for scanning any plan or program drafted by the municipalities, in this case for possible impacts on the environment, it has been considered reasonable to undergo this process.<br><br>Among others, it is worth mentioning that this plan and all the objectives included in this plan are in full harmony with the Municipal Development Plan which has undergone the SEA process. |

| *Assessment criteria under Annex 1 of the Law on SEA* | *Effects of the Mobility Plan in the Municipality of Junik (MP)* |
|---|---|
| **2. Characteristics of the effects and areas that are likely to be affected, particularly having in mind:** | |
| 2.1. probability, duration, frequency and nature of the effects, | MP includes a 5 year period (2016-2020). Over this period, it is expected to have increased positive effects. (see point 1.3) |
| 2.2. cumulative nature of the effects, | The plan does not foresee any effects which in the cumulative context would result in environmental consequences. On the contrary, with the reorientation of traffic, increase of cycling and recreational paths, increased road safety, it will have a positive effect on increasing the quality of air. |
| 2.3. cross-border nature of effects,<br><br>2.4. risk of human health on the environment (e.g. as a cause of accidents), | Nuk do të ketë efekte negative ndërkufitare. Plani i Mobilitetit është i karakterit lokal. Priten efekte pozitive, por që do të jenë indirekte. Kjo do të rezultojë nga përmirësimi i qarkullimit rrugor dhe rritja e sigurisë në trafik, mundësimin e qasjes për persona me nevoja të veçanta në rrjetin e infrastrukturës rrugore etj. |
| 2.5. spatial extent and scope of the effects (geographical area and size of population that may be affected), | By the end of 2020, the positive environmental effects of this plan will affect 50% of the territory and 6,083 inhabitants of the Municipality of Junik. |
| 2.6. value and vulnerability of the area that is likely to be affected as a result of: | Not relevant to the MP of Junik. |
| 2.6.1. special natural features or cultural heritage, | Since the MP does not foresee physical interference, construction of facilities, infrastructure, forest cutting, land occupation, digging, etc., there will be no damage/degradation of natural areas or cultural heritage. |
| 2.6.2. excessive environmental standards and limit values, | The MP does not foresee projects that would result in emissions either in the air or in the water, which would be subject to review in the context of overcoming the standards or boundary values. |
| 2.6.3. intensive land use. | The MP does not foresee occupying or using land. All actions according to objectives will be made in the existing state. |
| 2.7. effects on areas or surfaces that have a recognized national, ethnic or international protection status. | The Municipality of Junik is located in the western part of Kosovo, near the Bjeshkët e Nemuna. It has a territory of 77.77 km² and extends to a latitude 42.22º and a geographic length of 20.26º. According to the Map of Protected Areas (KEPA), the National Park "Bjeshkët e Nemuna", a protected area with national status, results to be within the territory of the Municipality of Junik, but the plan itself foresees no interventions outside the urban area of the municipality, but it does foresees interventions to increase the safety of traffic participants as can be seen in the objectives set in MPs that are of a positive character. |

# 6. FINANCIAL PLAN 2016-2020

## 6.1. Introduction

This financial plan analyses the municipal budget capacities in the period 2016-2020 on the basis of the short-term and medium-term key municipal documents (the municipal budget for 2016 and the Medium Term Budget Framework 2016-2018) as well as the financial trends of the municipality in the future. Also, the plan provides the necessary calculations with regard to the budget needed for the maintenance of planned investments 2016-2020 as well as the heretofore investments in the field of mobility.

Proposals for investments in the field of mobility are based on the priorities of the municipality for the period 2016-2020 and the budget capacities of the municipality taking into account budget trends; the government grant trend as well as the Own Source Revenue (OSR) trend. In financing the proposed projects, the possibility of funding from foreign donors is also taken into account through co-financing jointly with the municipality.

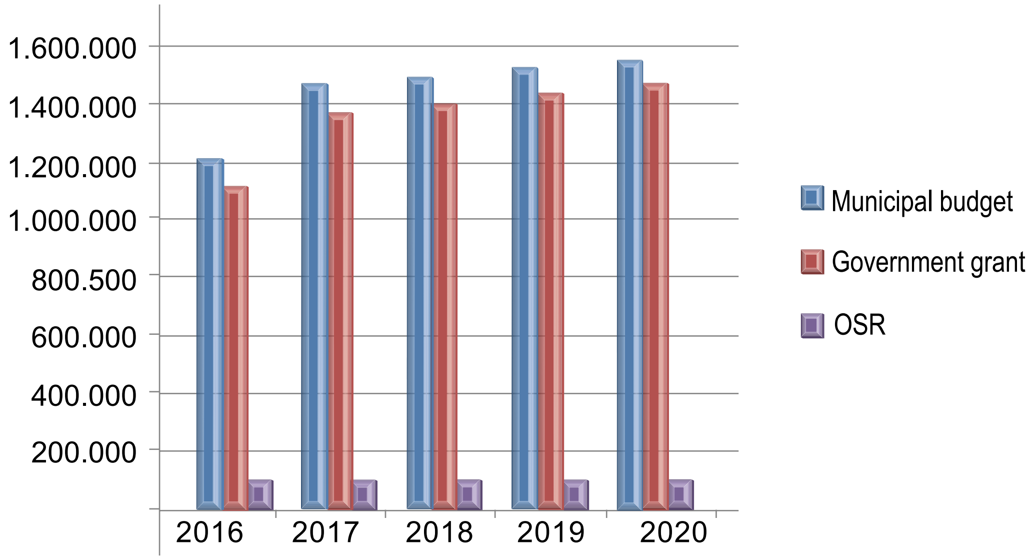
However, in order for this plan to be fully implemented, it is responsibility of the municipality to include the investment and maintenance proposals in the field of mobility for the following years.

## 6.2. Municipal budget capacities

The budget of the Municipality of Junik based, on the Medium Term Budget Framework 2016-2018, is as below:

| Year | Municipal budget | Government grant | OSR | Remark: |
|---|---|---|---|---|
| 2016 | 1.170.878 | 1.079.878 | 91.000 | |
| 2017 | 1.415.298 | 1.323.798 | 91.500 | |
| 2018 | 1.444.598 | 1.352.598 | 92.000 | |
| 2019 | 1.475.636 | 1.386.357 | 92.500 | Foreseen budget |
| 2020 | 1.506.985 | 1.415.689 | 93.000 | Foreseen budget |

*Tab. 1. Municipal budget 2016-2020*

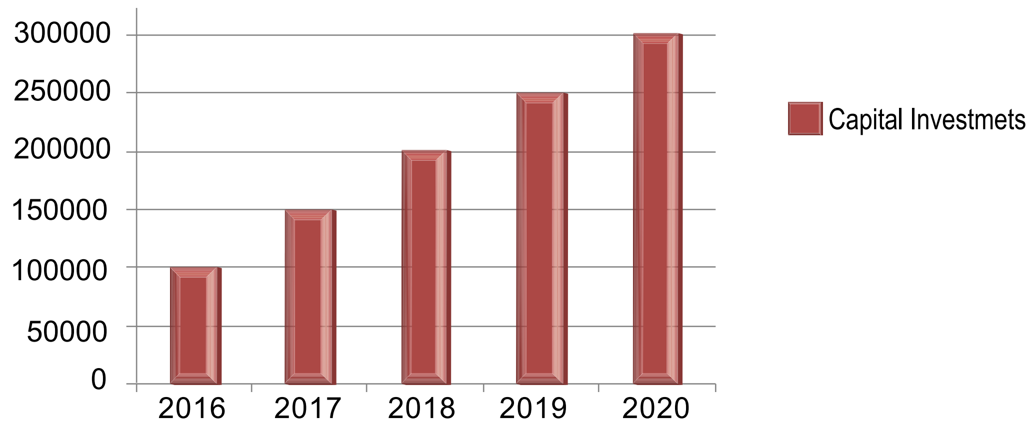



*Tab. 2. Budget, Grant and OSR for 2016-2020*

In order to implement the proposed projects in the plan, it is important for the municipality to have a sufficient budget dedicated to capital investments. Municipal planning for capital investments for the years 2016-2020 are as below:

| Year | Capital Investments | Remark: |
|---|---|---|
| 2016 | 175.000,00 | Municipal budget + donations |
| 2017 | 195.000,00 | Municipal budget + donations |
| 2018 | 215.000,00 | Municipal budget + donations |
| 2019 | 235.000,00 | Municipal budget + donations |
| 2020 | 255.000,00 | Municipal budget + donations |

*Tab. 3. Capital investment planning for 2016-2020*

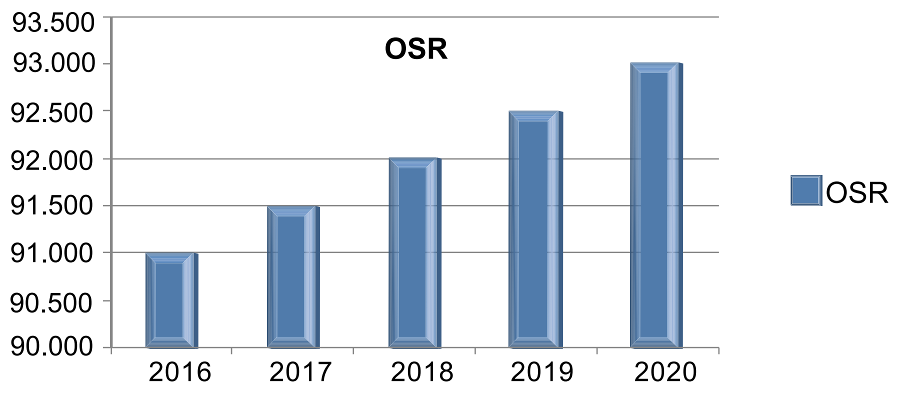



*Tab. 4. Investimet kapitale për vitet 2016-2020*

The trend of capital investments growth in the municipality is also linked to the trend of own source revenues growth, which will also increase in the period 2016-2020, as it can be seen from the table and chart below.

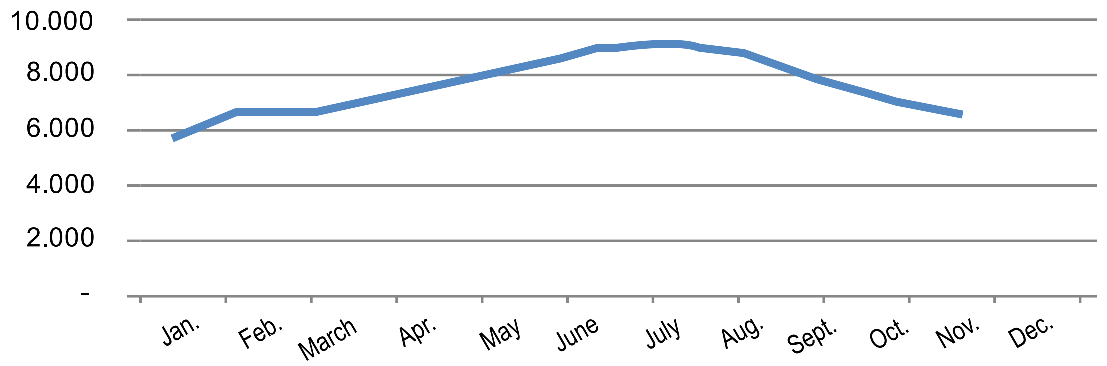
| Year | Jan | Feb | Mar | April | May | June | July | Aug | Sept | Oct | Nov | Dec | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2016 | 5.700 | 6.650 | 6.750 | 7.260 | 7.860 | 8.435 | 8.890 | 9.150 | 8.730 | 7.900 | 7.115 | 6.560 | 91.000 |
| 2017 | | | | | | | | | | | | | 91.500 |
| 2018 | | | | | | | | | | | | | 92.000 |
| 2019 | | | | | | | | | | | | | 92.500 |
| 2020 | | | | | | | | | | | | | 93.000 |
| TO. | | | | | | | | | | | | | 460.000 |

*Tab. 5. The trend of own source revenues growth during 2016-2020*




*Tab. 6. Own source revenue*

The chart below shows the monthly own source revenues (OSR) trend during 2016




*Tab. 7. Monthly Own Source Revenue Trend*

## 6.3. Investments

As mentioned above, proposals for investment in mobility for the period 2016-2020 were made based on the medium-term priorities of the municipality and its budget capacities. The values of the proposed investments are given on the basis of approximate pre-measures and pre-calculations, which may also vary if a more approximate calculation is made.

A total of 10 projects, measures or interventions are foreseen in the 2016-2020 period, totalling 218.500,00 €. Investment proposals are provided in the table below:

| No. | Project - Description | Category | Start date | End date | Duration of investment (in days) | Priority | Funding sources | Year of investment | Invest-ment value | % |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Traffic regulation on the regional road 109 - Elementary school | Traffic safety | 01.05.2016 | 31.06.2016 | 60 | High | OSR | 2016 | 2.000 | 0,92% |
| 2 | Signaling and marking pedestrian crossings | Signaling | 01.06.2016 | 30.07.2016 | 60 | High | OSR | 2016 | 1.500 | 0,69% |
| 3 | Re-functionalizing the cycling paths | Bike paths | 01.06.2016 | 31.07.2016 | 61 | Medium | OSR | 2016 | 1.000 | 0,46% |
| 4 | Horizontal and vertical signaling | Signaling | 01.07.2016 | 15.08.2016 | 45 | High | OSR/ Govern-ment grant | Every year | 20.000 | 9,15% |
| 5 | Construction and main-tenance of sidewalks | Sidewalks | 01.05.2017 | 30.08.2017 | 155 | Medium | OSR/ Govern-ment grant | Every year | 50.000 | 22,88% |
| 6 | Road Infrastructure for People with Special Needs | Mobiliteti për PAK | 01.04.2017 | 15.05.2017 | 45 | High | OSR | Every year | 50.000 | 22,88% |
| 7 | Construction - asphalt-ing of alternative roads in schools to reorient the circulation | Traffic load | 01.05.2017 | 31.07.2017 | 90 | Medium | OSR/ Govern-ment grant | 2017 | 12.000 | 5,49% |
| 8 | Construction of recre-ational sidewalks for pedestrians – Moronicë | Bike paths | 01.05.2018 | 30.07.2018 | 90 | Low | OSR/ Govern-ment grant | Every year | 20.000 | 9,15% |
| 9 | Construction of recre-ational paths for cyclists - Moronicë | Bike paths | 01.05.2019 | 30.07.2019 | 90 | Low | OSR | 2018 | 12.000 | 5,49% |
| 10 | Defining driving direc-tions | Signaling | 01.05.2020 | 30.06.2020 | 60 | Low | OSR | Every year | 50.000 | 22,88% |
| | | | | | | | | | 218.500 | 100.00% |

*Tab. 8. Project proposals 2016-2020*

Based on the mobility categories, these investments look like below:

| Category | 2016 | 2017 | 2018 | 2019 | 2020 | Investment value | % |
|---|---|---|---|---|---|---|---|
| Traffic safety | 2.000 | - | - | - | - | 2.000 | 1% |
| Signaling | 15.500 | 14.000 | 14.000 | 14.000 | 14.000 | 71.500 | 33% |
| Bike paths | 5.000 | 4.000 | 16.000 | 4.000 | 4.000 | 33.000 | 15% |
| Sidewalks | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 50.000 | 23% |
| Traffic load | - | 12.000 | - | - | - | 12.000 | 5% |
| Mobility for PWDs | 10.000 | 10.000 | 10.000 | 10.000 | 10.000 | 50.000 | 23% |
| TOTALI | 42.500 | 50.000 | 50.000 | 38.000 | 38.000 | 218.500 | 100% |

*Tab. 9. Investments in mobility*

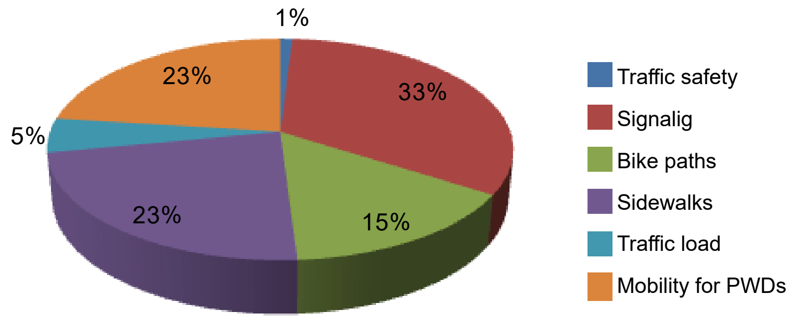



*Fig. 23. Investments in mobility*

In implementing the proposed projects, the municipality can rely on these sources of funding: Own Source Revenues (OSR), government grants, co-financing with foreign donors and through Public Private Partnership (PPP).

The co-financing method of the proposed projects is given below:

| Category | 2016 | 2017 | 2018 | 2019 | 2020 | Total | % |
|---|---|---|---|---|---|---|---|
| Own Source Revenue | 24.500 | 20.000 | 32.000 | 20.000 | 20.000 | 116.500 | 53,32% |
| Government grants | 0 | 0 | 0 | 0 | 0 | 0 | 0% |
| Combined | 18.000 | 30.000 | 18.000 | 18.000 | 18.000 | 102.000 | 46,68% |
| Total | 42.500 | 50.000 | 50.000 | 38.000 | 38.000 | 218.500 | 100% |

*Tab. 10. Co-financing*

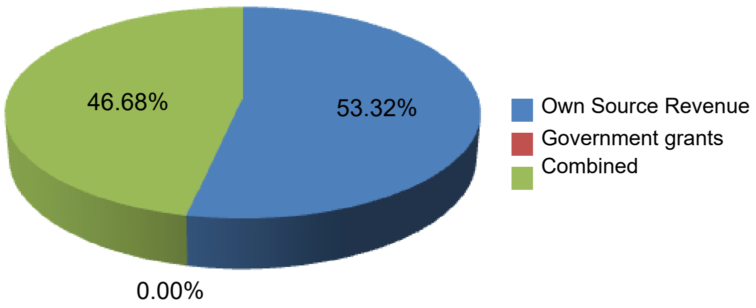



*Fig. 24. Co-financing*

The cash flow planning required for the implementation of the proposed projects is also given as an annex of the Mobility Plan.

## 6.4. Maintenance

It is of particular importance for the municipality to make proper budget planning regarding the maintenance of not only the proposed projects but also the previous investments made in the field of mobility. As a result of the lack of proper planning of the budget required for maintenance, many of the earlier municipal investments are being destroyed. In order to achieve this, the municipality must make inventory of assets in the field of mobility as well as have an accurate and digitized database regarding investments made earlier in mobility.

As a result of the lack of an asset inventory as well as an earlier accurate budgeting for maintenance in the field of mobility, the annual depreciation rate and the unit price based on the findings were used for calculating the necessary maintenance budget in other municipalities. The annual maintenance rates for different mobility categories are given below:

5

| Categories | Annual depreciation (%) Price per unit | Investment value | Total annual value |
|---|---|---|---|
| Traffic safety | 10% | 2.000 | 200 |
| Signaling | 20% | 71.500 | 14.300 |
| Bike paths | 10% | 160.000 | 33.000 |
| Sidewals | 0,88 € | 50.000 | 4.400 |
| Traffic load | 10% | 12.000 | 1.200 |
| Mobility for PWDs | 10% | 50.000 | 5.000 |
| TOTALI | | 345.500 | 58.100 |

*Table 11: Mobility categories*

5 The sidewalks category, in addition to the planned investment maintenance (€ 50,000), includes the maintenance of all sidewalks identified in the municipality with a surface area of 12,000 m2.

Taking the assumptions above into account, the summary table of annual maintenance among the categories looks as below:

| Division of maintenance in categories | Unit | Current quantity | Invest-ments/ Unit | Total units | The value the invest-ment in Euros | Annual de-preciation (%) / Price per unit | Total annual value in Euro | Value per unit | % Euro |
|---|---|---|---|---|---|---|---|---|---|
| Traffic safety | piece | 0 | 1 | 1 | 2.000 | 10% | 200 | 200 | 0,51% |
| Signaling | piece | NA | 250 | 250 | 71.500 | 20% | 14.300 | 57 | 36,70% |
| Bike paths | m | 0 | 15.000 | 1.500 | 33.000 | 10% | 3.300 | 2 | 8,47% |
| Sidewalks | m2 | 12.000 | 5.000 | 17.000 | 50.000 | 0,88 € | 14.960 | 1 | 38,40% |
| Traffic load | copë | - | 200 | 200 | 12.000 | 10% | 1.200 | 6.00 | 3,08% |
| Mobility for PWDs | copë | 0 | 1 | 1 | 50.000 | 10% | 5.000 | 5.000 | 12,83% |
| Total | | | | | 218.500 | | 38.960 | | 100% |

*Tab. 12. Division of maintenance in categories*

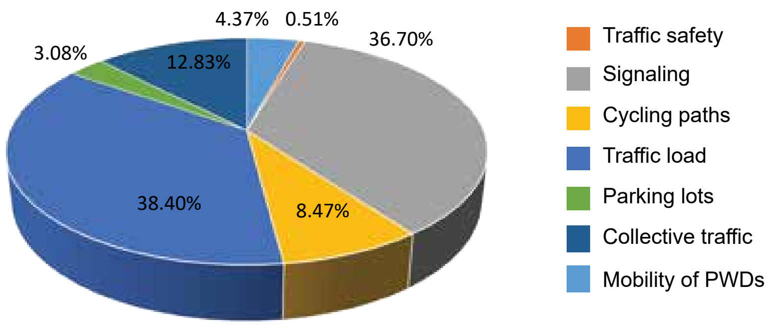



*Fig. 25. Division of maintenance in categories*

The annual maintenance budget in relation to planned investments over the years is given as follows:

| | 2016 | | 2017 | | 2018 | | 2019 | | 2020 | | TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Category** | Invest-ment value | Mainte-nance value | Invest-ment value | Mainte-nance value | Invest-ment value | Mainte-nance value | Invest-ment value | Mainte-nance value | Invest-ment value | Mainte-nance value | Investment value | Maintenance value |
| **Traffic safety** | 2.000 | 200 | - | - | - | - | - | - | - | - | 2.000 | 200 |
| **Signaling** | 15.500 | 1.550 | 14.000 | 1.400 | 14.000 | 1.400 | 14.000 | 1.400 | 14.000 | 1.400 | 71.500 | 7.150 |
| **Bike paths** | 5.000 | 500 | 4.000 | 400 | 16.000 | 1.600 | 4.000 | 400 | 4.000 | 400 | 33.000 | 3.300 |
| **Sidewalks** | 10.000 | 1.000 | 10.000 | 1.000 | 10.000 | 1.000 | 10.000 | 1.000 | 10.000 | 1.000 | 50.000 | 5.000 |
| **Traffic load** | - | - | 12.000 | 1.200 | - | - | - | - | - | - | 12.000 | 1.200 |
| **Mobility for PWDs** | 10.000 | 1.000 | 10.000 | 1.000 | 10.000 | 1.000 | 10.000 | 1.000 | 10.000 | 1.000 | 50.000 | 5.000 |
| **TOTAL** | 42.500 | 4.250 | 50.000 | 5.000 | 50.000 | 5.000 | 38.000 | 3.800 | 38.000 | 3.800 | 218.500 | 21.850 |

*Tab. 13. Investments over the years 2016-2020*

The overall budget for general maintenance in the field of mobility for the years 2016-2020 is given below

| | | | | | Budget for maintenance | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Category | Project-description | Investment year | Investment value | Annual maintenance | 2016 | 2017 | 2018 | 2019 | 2020 | TOTAL |
| Traffic safety | Traffic regulation on the regional road 109 - Elementary school | 2016 | 2.000 | 200 | | 200 | 200 | 200 | 200 | 800€ |
| Signaling | Signaling and marking of pedes-trian crossings | 2016 | 1.500 | 300 | | 300 | 300 | 300 | 300 | 1.200€ |
| | Horizontal and vertical signaling | Every year | 20.000 | 800 | 800 | 800 | 800 | 800 | 800 | 4.000€ |
| | Defining driving directions | Every year | 50.000 | 2.000 | | 2.000 | 2.000 | 2.000 | 2.000 | 8.000€ |
| Bike paths | Re-functionalizing the cycling paths | 2016 | 1.000 | 100 | | 100 | 100 | 100 | 100 | 400€ |
| | Construction of recreational pedestrian paths - Moronicë | Every year | 20.000 | 400 | 400 | 400 | 400 | 400 | 400 | 2.000€ |
| | Construction of recreational paths for cyclists - Moronicë | 2018 | 12.000 | 1.200 | | | | 1.200 | 1.200 | 2.400€ |
| Traffic load | Construction - asphalting of alternative roads in schools, with a view to reorient traffic | 2017 | 12.000 | 1.200 | | | 1.200 | 1.200 | 1.200 | 3.600€ |
| Sidewalks | Construction and maintenance of sidewalks | Every year | 50.000 | 14.960 | 14.960 | 14.960 | 14.960 | 14.960 | 14.960 | 74.800€ |
| Mobility for PAK | Infrastruktura rrugore për per-sonat me mobilitet të zvogëluar | Every year | 50.000 | 1.000 | | 1.000 | 1.000 | 1.000 | 1.000 | 4.000€ |
| Total | | | | | | | | | | 101.200 € |

*Tab. 14. Budget for maintenance*

As seen from the table, the total budget for maintenance in the field of mobility for 2016-2020 is € 101,200. Detailed divisions by mobility categories are given below in years as well, so that the municipality makes the necessary annual budget planning for maintenance.

Divided in years and categories, the budget looks as below:

| Year | Traffic safety | Signaling | Bike paths | Traffic load | Sidewalks | Mobility for PAK | TOTAL | % |
|---|---|---|---|---|---|---|---|---|
| 2016 | | 800 | 400 | | 14.960 | | 16.160 | 16% |
| 2017 | 200 | 3.100 | 500 | | 14.960 | 1.000 | 19.760 | 20% |
| 2018 | 200 | 3.100 | 500 | 1.200 | 14.960 | 1.000 | 20.960 | 21% |
| 2019 | 200 | 3.100 | 1.700 | 1.200 | 14.960 | 1.000 | 22.160 | 22% |
| 2020 | 200 | 3.100 | 1.700 | 1.200 | 14.960 | 1.000 | 22.160 | 22% |
| TOTAL | 800€ | 13.200€ | 4.800€ | 3.600€ | 74.800€ | 4.000 | 101.200 | 100% |
| | 1% | 13% | 5% | 4% | 74% | 4% | 100% | |

*Tab. 15. Budget allocation by categories*

The budget allocation for maintenance 2016-2020 according to the categories looks as below:

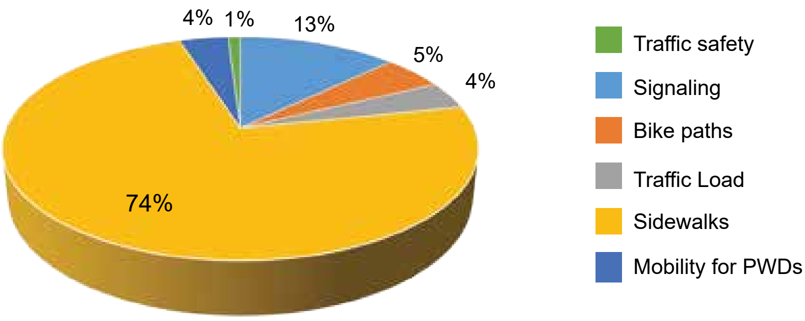



*Fig. 26. Budget allocation by categories*

Budget allocation for maintenance over the years 2016-2020 looks as below:

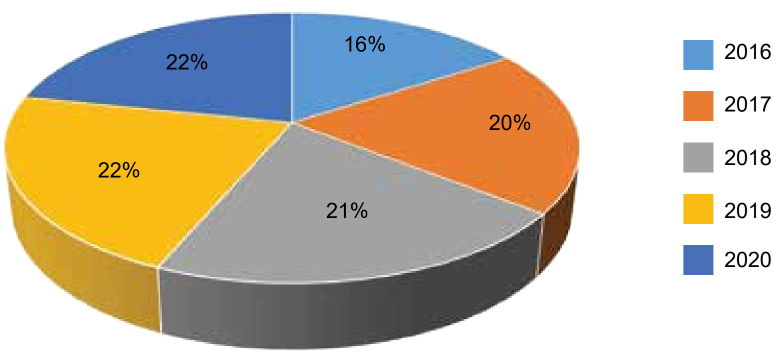



*Fig. 27. Budget allocation for maintenance over the years 2016-2020*

# 7. ACTION PLAN FOR MUNICIPALITY OF JUNIK

If we analyze the key factors that have led many European cities into the drafting of urban mobility plans, this alternative to mobility can be equally valid for the municipality of Junik. It is the trend of the last 20 years in Kosovo for the increase of the motorization level and the need to change the approach to mobility analysis in cities. Considering this growth trend of motorized vehicles, they should definitely be accommodated in the existing network that was not planned for this motorization level. Now, the main challenge for engineers remains to maintain the balance motor and non-motor vehicles, accommodating them in the existing infrastructure, but never accepting a compromise to reduce safety.

The challenge is to find methods to promote and maintain the culture of walking, bicycle riding, free and safe access for all traffic participants and the transfer of innovative practices suitable for mobility in the municipality of Junik.

## Action 1: Appointment of the official for urban mobility

Within the Directorate of Public Services, it is necessary to appoint an urban mobility officer who is charged with the duty of preparing a program for urban mobility management that includes more information, awareness campaigns, promotion, marketing, coordination and organization.

## Action 2: Increasing traffic safety - safety first

Education regarding traffic rules and safe participation in traffic. The Directorate for Public Services, together with the Directorate of Education and Police, shall prepare the necessary material and organize lectures on traffic education in the municipality of Junik. Lectures shall mainly be held by field professionals and they shall be organized in primary and secondary schools.

## Action 3: Promotion of non-motor mobility

Awareness campaigns must be organized and non-motor mobility must be promoted. Media promotion must be performed at the local level (local TV, electronic media, etc.). Certain events must be used to promote non-motor mobility, such as the European Mobility Week (September 16-22), Day Without Cars, etc. This week, thousands of activities are being held in many countries to promote non-motor mobility. It is necessary to establish partnerships between the municipality and schools (preferably with the involvement of any NGO) in order to create more appropriate policies and promote non-motor mobility.

## Action 4: Adapting the infrastructure for people with reduced mobility

The Department of Public Services in cooperation with the Department of Urbanism and in partnership with relevant organizations for persons with reduced mobility will take adequate measures in accordance with the technical criteria at all crossing points to ensure that pedestrian crossings allow access to persons with reduced mobility.

| No. | Measures | Purpose | Indicators | Responsi-ble | Impor-tance of Measures (1-3) 5 | The ap-proximate cost | Time limits |
|---|---|---|---|---|---|---|---|
| 1 | Traffic regulation on the regional road 109 - Elementary school | Regulation of traffic in order to increase safety | Regulation of traffic | Municipality of Junik | 1 | 1.000 -3.000 | 2016 |
| 2 | Signaling and marking of pedestrian crossings | Marking of crossings | Number of crossings created | Municipality of Junik | 2 | 1.000 -2.000 | 2016 |
| 3 | Re-functionalizing the cycling paths | Their marking, their separation from traffic lanes | Their length | Municipality of Junik | 2 | 500 -1.000 | 2016 |
| 4 | Horizontal and vertical signaling | Placement, improve-ment and maintenance of road signs | No. of markings placed and the length/ surface of the horizon-tal signaling | Municipality of Junik, Ministry of Infrastruc-ture | 1 | 4.000 -5.000 | Every year |
| 5 | Construction and main-tenance of sidewalks | Creation of safe areas for pedestrian move-ments | Length of sidewalks built | Municipality of Junik | 2 | 10.000 -20.000 | Every year |
| 6 | Road Infrastructure for Persons with Reduced Mobility | Adapting road infra-structure to people with reduced mobility | Road infrastructure condition after accom-plishment | Municipality of Junik | 2 | 5.000 - | Të gjitha vitet |
| 7 | Construction - asphalt-ing of alternative roads in schools, with a view to reorient traffic | Defining traffic directions | New Infrastructure Created | Municipality of Junik | 2 | - | 2017 |
| 8 | Construction of recreational pedestrian paths - Moronicë | Improving the quality of life - increasing the attractiveness of tourism | Length of paths created | Municipality of Junik | 3 | 20.000 -30.000 | Every year |
| 9 | Construction of recreational paths for cyclists - Moronicë | Creating cycling paths | Kilometres construct-ed | Municipality of Junik | 3 | 40.000 € | 2016-2018 |
| 10 | Defining driving direc-tions | Creation of one-way roads in order to increase the safety of pedestrian mobility, as there are no sidewalks | Traffic reorientation | Municipality of Junik | 3 | 10.000 -15.000 | Every year |

*Tab.16. Action plan 2016-2020*

# 8. MONITORING AND REVIEW

The Directorate of Public Services (DPS) is responsible for implementing the plan. DPS reports on the implementation of this plan in the Municipal Assembly each year, based on the Annual Plan of the Municipal Assembly. DPS also reports to the Public Services Committee at least twice a year, or at the request of the Committee.

The Municipality of Junik, respectively the Directorate of Public Services **will appoint an official responsible for coordinating the works as well as monitoring and evaluating the implementation of the Sustainable Urban Mobility Plan for the Municipality of Junik as well as monitoring and evaluating the projects and activities in accordance with the approved plan.**

Monitoring and evaluation will take place following the procedures below:

1. Determination of the aspects of project implementation which should be monitored by the responsible official.

2. Drafting of data entry forms for the purpose of assessing the progress of project implementation.

3. Collection of data from the conducted visits of the Urban Sustainable Mobility Team, interviewing stakeholders on project implementation and reviewing reports.

4. Identification of causes in case of eventual delays in project implementation and analysis of materials used for project implementation.

5. Submitting reports with the findings to the relevant institution by identifying problems and scheduling the time period for improvements.

6. Ongoing field visits and confirmation that defects have been improved.

7. Evaluation of implemented projects and analysis of effects on the community and beneficiaries. Evaluation results can be used in policy formulation for Sustainable **Urban Mobility management.**

## a. MONITORING URBAN MOBILITY PLAN FOR 2016

| | | | |
|---|---|---|---|
| | Measures | TRAFFIC SAFETY | |
| | Location | Road________________________________ | |
| | Ethos | highway/regional | local |
| 1 | Expected Actions | ______________________<br>______________________ | - road bumps<br>- rumble strips<br>- platforms<br>- rubber discs (circular speed bumps)<br>- only signaling |
| Implementation | YES | | |
| | NO | | |
| | PARTIALLY | | |
| Is it necessary to use additional measures? | | | |
| YES | | NO | |

Additional notes:

______________________________________________________________

______________________________________________________________

______________________________________________________________

______________________________________________________________

______________________________________________________________

______________________________________________________________

______________________________________________________________

Junik, on ______________________ UMP Monitoring Officer:

______________________________

*Tab. 17. Monitoring of the traffic safety measures implementation*

| | | | |
|---|---|---|---|
| | Measures | TRAFFIC SAFETY | |
| | Location | Road___________________________________ | |
| | Ethos | highway/regional | local |
| 1 | Expected Actions | ______________________<br>______________________ | |
| Implementation | YES | | |
| | NO | | |
| | PARTIALLY | | |
| Is it necessary to use additional measures? | | | |
| YES | | NO | |

Additional notes:

______________________________________________________________

______________________________________________________________

______________________________________________________________

______________________________________________________________

______________________________________________________________

______________________________________________________________

______________________________________________________________

Junik, on ______________________ UMP Monitoring Officer:

______________________________

*Tab. 18. Monitoring the implementation of measures for signaling and traffic orientation*

**Republic of Kosovo;**

**Municipal Assembly of Junik;**

**Number: 02/91;**

**Date: 27.05.2016 .**

Pursuant to Article 12, paragraph 12.1 of the Law on Local Self-Government (Law No. 03/L-040, OGRK no. 28/2008); Article 22 paragraph 22.1 of the Statute of the Municipality of Junik and Article 16 paragraph 11. of the Rules of Procedure of the Municipal Assembly of Junik, the **Municipal Assembly of Junik** in its regular meeting held on 27.05.2016 issued the:

# DECISION

**for approval of the**

**Plan for sustainable urban mobility in the municipality of Junik**

**I.** The Sustainable Urban Mobility Plan in the Municipality of Junik is approved through this decision /hereinafter referred to as the Plan/.

**II.** The document from point I of this decision is an integral part of this decision.

**III.** The Mayor of Junik, respectively Directorate for Public Services, Inspection, Protection and Rescue will handle the implementation of the Plan from point I of this decision.

**IV.** This decision enters into force 8 days after its publication in the Official Gazette of the Republic of Kosovo.

*This decision is delivered to:*

1. MLGA;
2. Mayor of Junik Municipality;
3. Directorate of Public Services, Inspection, Protection and Rescue
4. Municipal Assembly Service; and
5. Archive of the municipality.

Municipal Assembly of Junik

Faik TOFAJ _____________/*signed*/

chairperson

Urban Mobility Plan
for the Municipality of Junik
2016-2020

HELVETAS
Swiss Intercooperation
KOSOVO

Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

**Swiss Cooperation Office Kosovo**