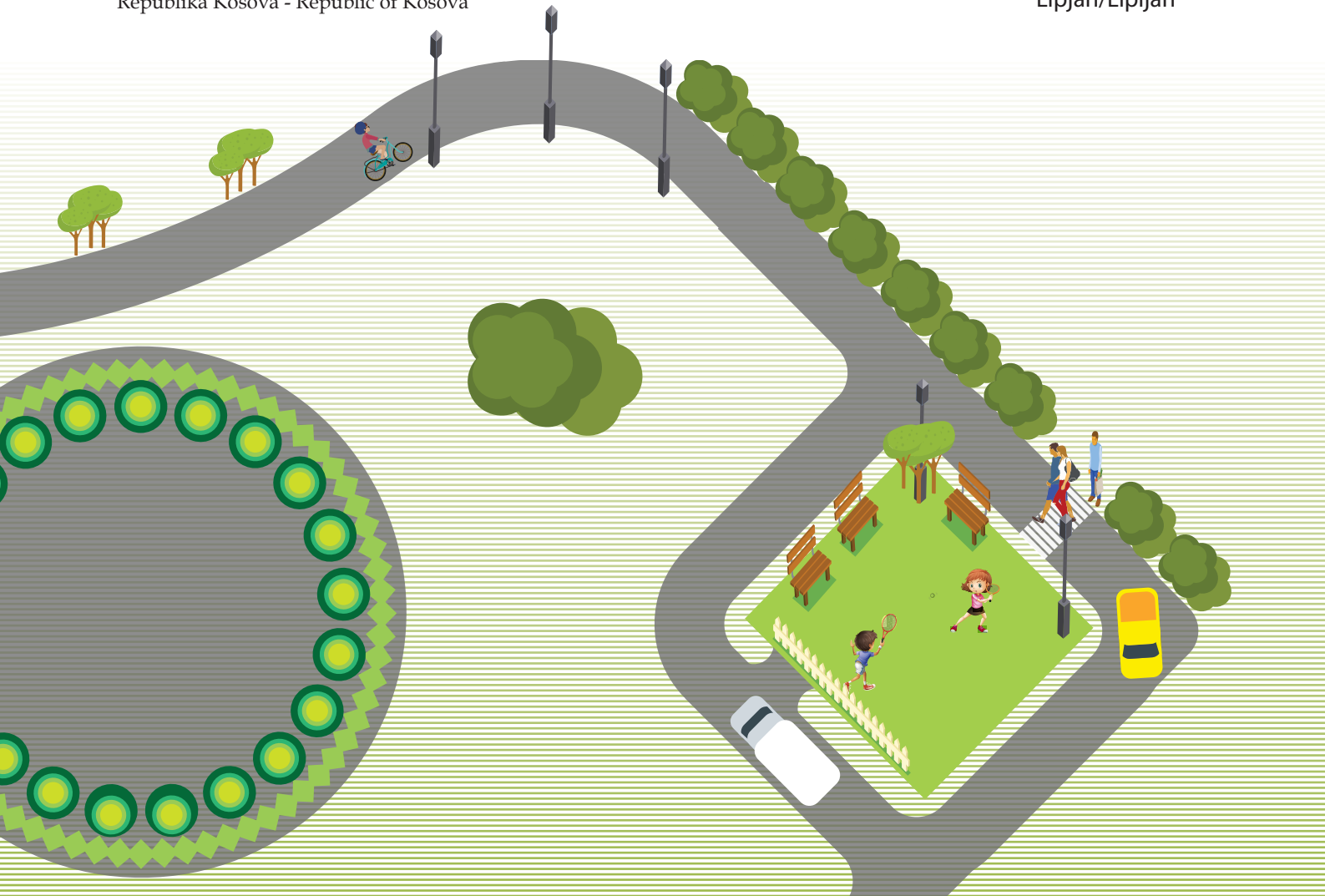




Republika e Kosovës
Republika Kosova - Republic of Kosova



Municipality of
Lipjan/Lipljan



Urban Mobility Plan for the Municipality of Lipjan/Lipljan 2016-2020

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The working and coordination group for drafting the mobility plan of the municipality of Lipjan/Lipljan analysed the situation in the field and proposed the mobility plan with the aim of improving the access and free movements for all traffic participants.

Working Group:

1. **Heset Sahiti**, Chairperson
2. **Rahman Olluri**, member
3. **Behar Mjeku**, member
4. **Valëzim Mëziu**, member
5. **Hëna Berisha**, member

Coordination Group:

1. **Fitim Selimi, kryesues**, Chairperson – Deputy Mayor
2. **Vlora Limani-Hajnuni**, Chairperson of Municipal Assembly
3. **Heset Sahiti**, Director of Department for Public Services
4. **Imer Rrustemi**, Director of Department of Inspection
5. **Remzi Mehmeti**, Director of Department for Protection and Rescue
6. **Labinot Shahini**, Chairperson of Committee for Public Services
7. **Latif Ramadani**, Director of Department for Economy and Development

DEMOS project support team:

1. **Korab Shehu**, Local expert for mobility, Ekoinvest company contracted by DEMOS
2. **Gazmend Ahmeti**, Local expert for finances, Recura company contracted by DEMOS
3. **Erëmira Salihu**, Project Officer DEMOS/Helvetas-Swiss Intercooperation
4. **Majlinda Jupolli**, Project Officer DEMOS/Helvetas-Swiss Intercooperation
5. **Dorentina Krasniqi**, Project Intern DEMOS/Helvetas-Swiss Intercooperation

Acronyms

UMP	Urban Mobility Plan
MDP	Municipal Development Plan
UDP	Urban Development Plan
URP	Urban Regulatory Plan
DEMOS	Decentralisation and Municipal Support Project
SCO	Swiss Cooperation Office
SEA	Strategic Environmental Assessment

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1. INTRODUCTION

1.1. Scope of the plan

Sustainable urban mobility is very important for social and economic development of urban areas, thus providing opportunities for free and safe movement for all traffic participants.

Many studies carried out in various countries of the world show that mobility is one of the key indicators of integration and functioning of a city. Sustainable urban mobility is a long-term vision of every municipality/city. The achievement of this vision would be unimaginable without clearly formulated objectives and confirmed measures for achievement of these steps for mobility and integration of a city.

Therefore, sustainable urban mobility represents an approach oriented towards the management of requests for free movement, which develops and implements strategies aiming to guarantee mobility for all participants in traffic and efficient transport of goods, considering social, environmental and energy conservation matters. Instead of proposing the strengthening of the offer, which normally requires significant investments and long implementation period, management of mobility is focused in studying the users' behaviour and requests for transport in a comprehensive perspective, in order to identify and dimension possible actions, which are applicable in every enterprise, thus improving the mobility of citizens.

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

The purpose of sustainable urban mobility plan is the establishment of a sustainable system of transport system and other movements (motorized and non-motorized movements) for the purpose of:

- providing easier access for daily movements and other services;
- improving safety level;
- reducing environment pollution;
- enhancing efficiency and economization during the transport of people and goods;
- increasing attractiveness and quality of the urban environment.

By drafting the mobility plan, the Municipality of Lipjan/Lipljan intends to be a functional and integrated municipality by accommodating all traffic participants and providing conditions for motorized and non-motorized movements.

1.2. Municipal profile from the mobility perspective

Lipjan/Lipljan as a settlement dates from the Illyrian period and later from the Romanian period, but it is not known as an important place. Ulpiana was an important city with important crossroad of roads and was located in the northeast part, 10 km distance from Lipjan/Lipljan. During the Romanian period, Lipjan/Lipljan was mainly a small settlement along the road to Lissum. Identification of Lipjan/Lipljan with the name Ulpiana was later confirmed with the discovery of ruins of ancient period and byzantine period in the present Lipjan/Lipljan.

Population

Compared to other municipal centres, Lipjan/Lipljan is ranked in the seventh place by the number of inhabitants, based on the records of 1981. Compared to the settlements within its territory, Lipjan/Lipljan is municipality centre with the character of the city. Regarding the number of inhabitants, Lipjan/Lipljan is the largest settlement, then Janjeva/Janjevo, Gadimja e Poshtme/Donje Gadimlje, Slllovia/Slovinje and Magura, whereas regarding the area it goes in the following order: Slllovia/Slovinje, Gadimja e Epërme/Gornje Gadimlje, Blinaja, Suhadolli/Suvi Do, Zllakuqani/Zlokucane, Banulla/Bandulic, Akllapi, Smallusha/Smalusa, Shala and so on. Municipality of Lipjan/Lipljan has around 57,605 inhabitants. The city of Lipjan/Lipljan is inhabited by around 10,000 inhabitants, whereas the other part live in the rural areas (villages). Administrative territory of the municipality is located in the south of Prishtina/Pristina and covers an area of 338.47 km², whereas the population density is 169.59 in/km².

Geographic position

Municipality of Lipjan/Lipljan has convenient geographical position because it is located in the central part of the Republic of Kosovo and in the crossroad of the most important regional roads. The municipality of Lipjan/Lipljan is bordered with the following municipalities: Ferizaj/Urosevac, Fushë Kosovë/Kosovo Polje, Graçanicë/Gračanica, Prishtinë/Pristina, Drenas/Glllogovac, Suharekë/Suvareka, Malishevë/Malisevo, Shtime/Stimlje, Ferizaj/Urosevac, Gjilan/Gnjilane and Artanë/Novo Brdo.

The municipality of Lipjan/Lipljan has favourable opportunities for using road – rail and air traffic because the airport is located in the territory of the municipality and the distance from the centre is only 15 km. This position of the municipal territory, and of the city of Lipjan/Lipljan, represents a very favourable circumstance for the further development of the municipality. The railway crosses through the territory of the municipality of Lipjan/Lipljan, which connects this territory in all directions with the region in general.

1.3. Basic principles of municipal plans and documents and general municipal objectives

Municipality of Lipjan/Lipljan has approved the Municipal Development Plan (MDP), Urban Development Plan (UDP) and Urban Regulatory Plan (URP) for several areas.

Within these, the Municipal Development Plan tackled the strategy for systemizing traffic and transport. Below are presented some of the municipal strategies that are foreseen within these plans, which tackle the problems of traffic and transport in general:

Regulation and completion of existing roads with the necessary infrastructure and pavement of new roads:

- Regulation and completion of existing roads with the necessary infrastructure and pavement of new roads;
- Completion of the spaces and additional infrastructure (sidewalks, lighting, signs, etc.);
- Categorization of roads, traffic circulation and design of crossroads considering the level of movement, new spatial developments and plans from MTPT concerning the improvement of main road connections.

Building an efficient system of public transport:

- Organization of public transport in the area, stations – stop points along the main roads and encouragement of attempts for common (public - private) services of the transport;
- Municipality should place the stop points of the public transport, ensure the necessary infrastructure (places for waiting and sitting, road, signs, etc);
- UDP requires the strengthening of the public transport in the urban area and therefore bus stations should be positioned in most strategic points and to be easy to reach.

Building an efficient parking policy:

- Identification and usage of free spaces behind collective buildings and public buildings for parking;
- Planning spaces for time-limited parking in the streets in the central part;
- Promotion of garaging as a form of parking which preserves the land.

Promotion of integrated network of pedestrians' movement:

- Creation of pedestrian paths in the main and collective roads for easy and safe movement of pedestrians;
- Expanding the spaces for pedestrians in points with greater movement;
- Creation of pedestrian paths in green areas and corridors for the purpose of recreation and enabling the movement through a natural environment.

Promotion of cycling as a complementary form of movement:

- Awareness raising of inhabitants for the bicycle as an efficient complementary mean of movement and its importance for the human health;
- Creation of the network of movement of bicycles in the main roads and collective roads, integrated with the network of green areas;
- Lipjan/Lipljan has all natural premises for promoting and favouring the cycling as a complementary form of movement. Integration of network of pedestrian and bicycle movement with the attractive natural environment provides opportunities for recreation of citizens, and especially paths that will be constructed along the Sitnica River.

Planning of the traffic safety:

- Planning the situation of road signalling – horizontal and vertical signalling;
- Traffic calming in the urban area, especially near schools, by limiting the speed and placing horizontal barriers;
- Release of urban area from heavy traffic through transit roads;
- Placing ramps for persons with reduced mobility in public buildings.

1.4. Legal framework

Urban mobility plan for the municipality of Lipjan/Lipljan is a document which should promote common interests of inhabitants of Lipjan/Lipljan for free and safe movement for all traffic participants, for improving the quality of life, creating a clean and healthy social environment.

Urban Mobility Plan for the municipality of Lipjan/Lipljan is based on the legal framework that is applicable in Kosovo, as well as international principles and conventions concerning the sustainable urban mobility, such as:

- Law No. 02/L-70 on Road Traffic Safety;
- Law No. 2004/1 and Law No. 04/L-179, 16 May 2013, on Road Transport;
- Law No. 2003/11 on Roads;
- Law No. 03/L-040 on Local Self-Government;
- Law No. 04/L-076 on Police, Kosovo Assembly (2012);
- Law No. 2012/04-L-174 on Spatial Planning;
- Law No. 03/L-160 on Air Protection from Pollution;
- 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 govern the rights and obligations in the road traffic system.

In addition to the Law on Road Traffic Safety, also the Law on Police that was approved in 2012 deals with the issue of traffic safety. On the other hand, also the Law on Local Self Government, Regulation on Municipal Services, as well as other sub-legal acts of Kosovo municipalities address the field of traffic safety, thus completing the legal basis in this field.

The purpose of the Law on Spatial Planning aims to regulate all issues related to the spatial and urban planning. Within this law, the spatial planning should respect the principles of protecting natural sources of Kosovo and to support the sustainable development, as well as comprehensive and participatory processes and should include all stakeholders and communities.

The Law on Spatial Planning foresees the integration of professional expertise in the planning system by establishing the commission of planning experts (at the local level). Kosovo has two levels of planning (national and local) and types of plans are as follows: spatial plans of Kosovo, spatial plans for special areas, Municipal Development Plans (MDP), Urban Development Plans and Urban Regulatory Plans.

The Law on Environmental Protection defines the rational use of natural resources and limitation of environmental pollution, prevention of damage, rehabilitation and improvement of defective environment and improvement of environmental conditions that relate to the quality of life and protection of human health.

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 defines the functions, competencies, its rights and obligations and those of relevant bodies.

The Law on Local Self Government assigns the rights at the local level, such as the right for:

- local economic development;
- urban and rural planning;
- land use and development;
- implementation of regulations of construction and standards for controlling the construction; protection of local environmental; and are own, full and exclusive competencies concerning the local interest, by respecting the standards determined in the applicable legislation, these competencies are defined in Article 17 of the Law on Local Self Government.

2. CURRENT SITUATION

Municipality of Lipjan/Lipljan has suitable geographical position because it is located in the central part of the Republic of Kosovo and in the crossroad of the most important regional roads. This enhances the importance knowing that the Prishtinë/Pristina – Shkup/Skopje highway is being constructed in the municipality of Lipjan/Lipljan. Therefore, it has a special importance as a geographical position in the territory of Kosovo because all possible forms of transport, whether road, rail and air transport, in Kosovo are intertwined.

The municipality has a large territorial area, flat area and with many surrounding villages. It has a very wide road infrastructure belonging to the municipality, and therefore this is the reason why some of the roads remain without maintenance, thus not providing the necessary service quality. Regarding the road infrastructure, as throughout Kosovo also this municipality had investments in this field. Investments are continuing with high priority for the sole purpose of improving and easing the life of citizens. Although despite investments, we should acknowledge the fact that the planning and implementation are not at the right level due to many factors. We consider that there was no multi-modal approach during the analyses and planning, in order to consider the resolution of problem of all traffic participants. We should recognize the fact that this concept of thinking, as this of mobility, did not exist and is new for the modern world as well. By implementing this way of thinking (mobility), we strongly believe that initially this plan and then other plans, will directly improve the quality of life of citizens.

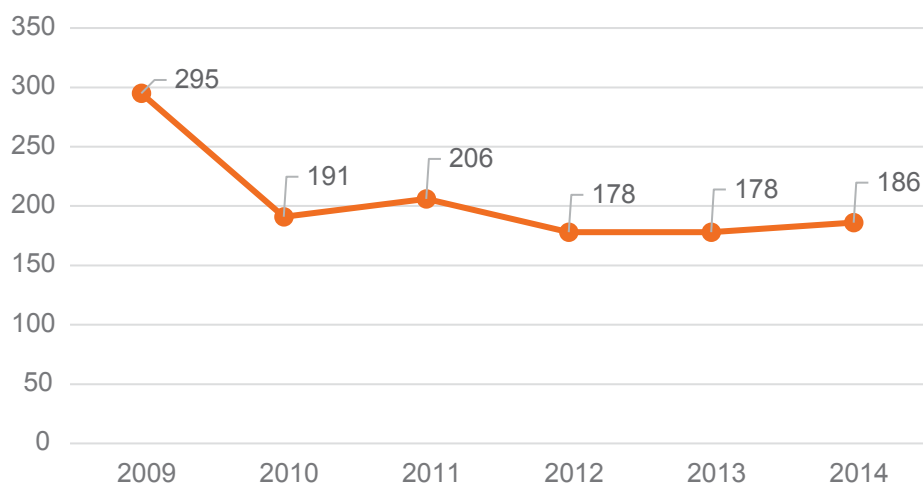
2.1. Traffic safety

Road traffic safety remains one of the challenges which have not been addressed not only for the municipality of Lipjan/Lipljan, but for the entire territory of Kosovo. High number of accidents in the road traffic that is caused by various factors, result in a relatively large number of victims and in other damages. The fact that we are a municipality with a small centre and with large number of villages that are located between the main roads Prishtinë/Pristina – Shkup/Skopje and Prishtinë/Pristina – Shtime/Stimlje – Prizren, result to be a municipality with low traffic safety, especially in crossroads in these main roads. Specifically, these crossroads are mentioned as black points literally because many fatal accidents occur in these crossroads for many years now. According to the police reports, the number of accidents is very high, and is far away from the “vision 0” which every citizen would want.

Kosovo Police - the station of Lipjan/Lipljan provided the statistics with the analyses of data for accidents in the traffic in the municipality of Lipjan/Lipljan, type and cause of the accident in the traffic, as well as the data for most frequented streets in Lipjan/Lipljan¹. The trend of accidents in traffic in five previous years in the municipality of Lipjan/Lipljan and city of Lipjan/Lipljan has been presented in graph 1 and 2.

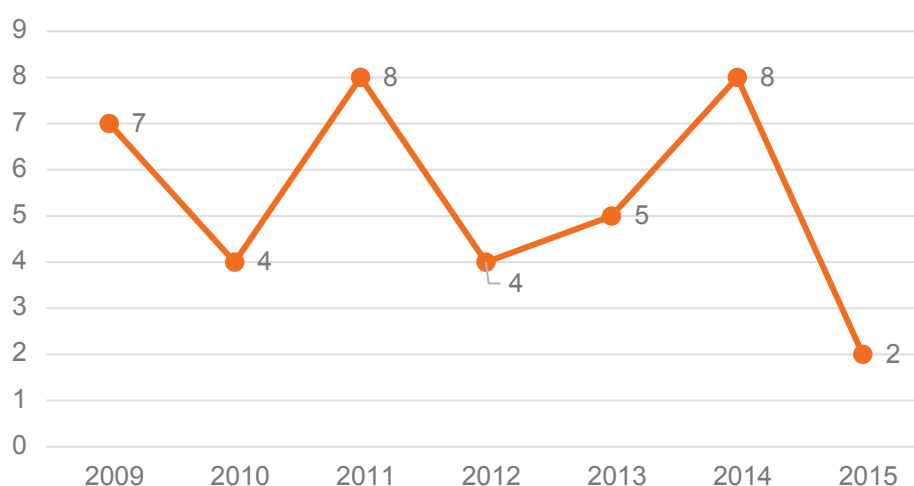
¹ These data are obtained from the police station in Lipjan/Lipljane

Total number of accidents



Graph 1. Trend of traffic accidents in Municipality of Lipjan/Lipljan

Fatal accidents by years



Graph 2. Trend of traffic accidents that ended in fatality

The above data show that in the municipality of Lipjan/Lipljan it is a worrying situation regarding the safety. There is a high number of fatal accidents and these accidents mainly occur in crossroads with main roads, and were accidents between vehicles. Find below most critical points which have a low level of safety, or to better portray a road infrastructure that largely contributes in accidents.

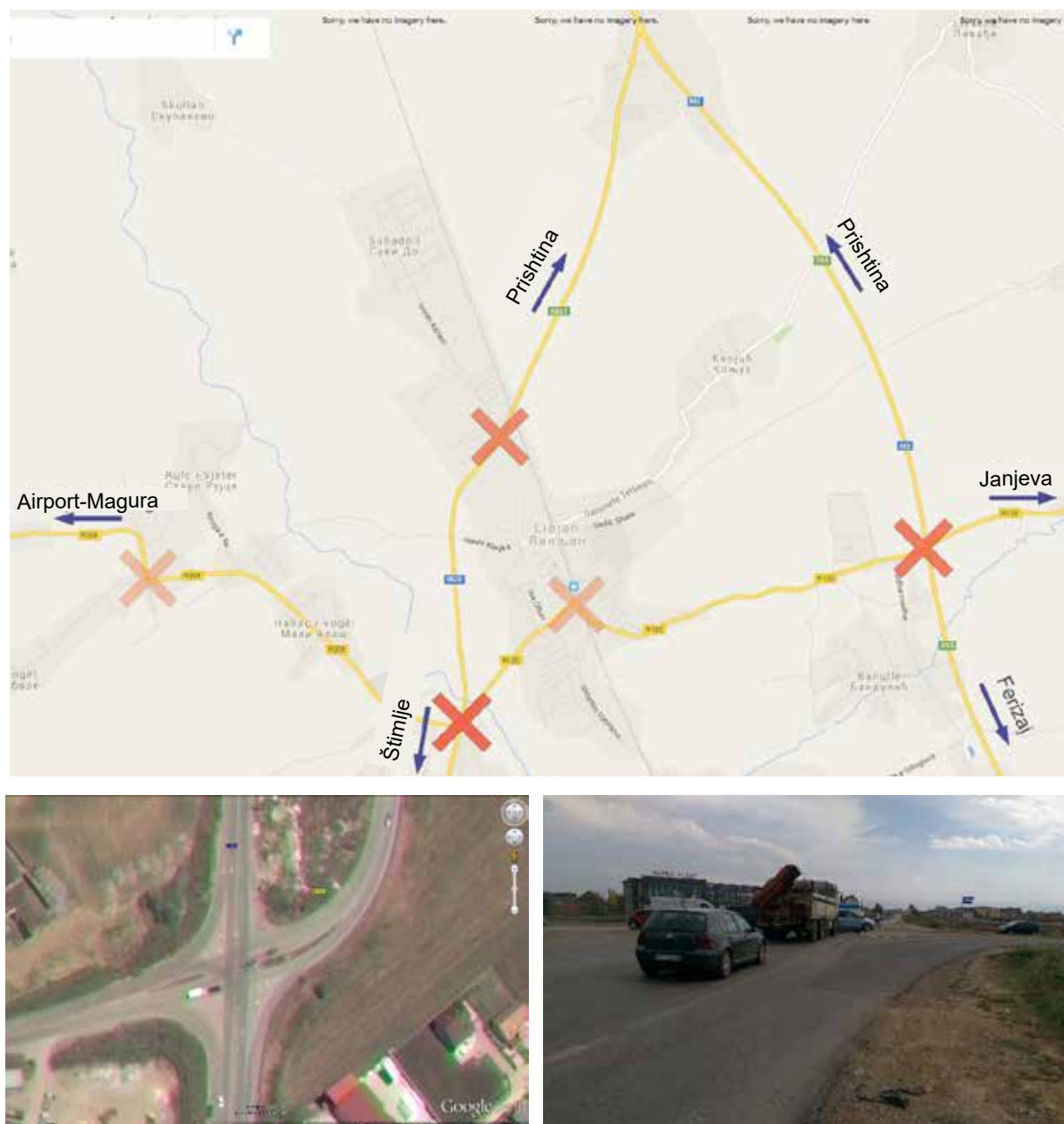


Figure 1. One of the most dangerous crossroads in the city of Lipjan/Lipljan

The above map presents the most critical points of accidents in the city of Lipjan/Lipljan. The crossroad in the main road Prishtinë/Prishtina – Shtime/Shtimlje and Lipjan/Lipljan – Magure/Magura, is a crossroad of the main road with the regional road, which is characterized with a high flow in direction Prishtinë/Prishtina – Shtime/Shtimlje. According to the police reports, 90% of accidents happen as a result of exceeding the speed limit. The crossroad in the other main road Prishtinë/Prishtina – Ferizaj/Uroševac has the same level of danger.

In addition to the abovementioned problems of road safety, another problem in our municipality is the safety of movement in the road – railway crossroads. The railway line Prishtinë/Prishtina – Shkup/Skopje crosses through the municipality of Lipjan/Lipljan, and in total are 13 roads – railway crossroads, 3 of them cross through the centre of the city, dividing it into two parts. All these crossings do not fulfil the criteria of safety of crossing, by not having sufficient signs that are necessary for safe crossing. Find below the concerned crossings which do not fulfil any criteria of safety and in the same are points in which many accidents occurred for many years.



Figure 2. State of play of road – railway intersections

In addition to the abovementioned safety problems, another specific problem in traffic is the location near schools, which do not fulfil the standards for pedestrian crossings, sidewalks and public lighting.



Figure 3. Typical example of pedestrian crossing that does not meet the standards

The area in vicinity of schools have no sufficient parking spaces for parents and school teachers and this is a problem that automatically impacts the safety of pupils because the road lanes are used as stopping places for pupils and parents.

The centre of the city contains several crossroads that does not fulfil the criteria to provide safety of movement in them, where several of them are temporary, whereas several others should be regulated with other forms of regulation, such as e.g. traffic lights. A typical example is the roundabout in the centre that has been designed and constructed with a very small radius of central roundabout and connections to it, which makes impossible safe turn for heavy vehicles and buses.

The high number of total accidents and fatal accidents is a clear indicator that the municipality of Lipjan/Lipljan has a low level of traffic safety, where at the same time this remains the main concern.

2.2. Horizontal and vertical signalling

All safety problems mentioned in the previous chapter are directly related to the level of signalling, whether horizontal, vertical or lighting. The municipality has contracted the company which maintains the signalling; however, limited funds impede proper maintenance. Currently, the urban areas of the municipality are being expanded and new roads are being constructed, placing adequate horizontal and vertical signalling; also, the maintenance situation is better. The signalling situation is not better in rural areas, and there are areas with no signalling at all. The state of vertical signalling in the urban area is better than horizontal signalling, whereas in the rural area is the opposite; however, the signalling in both cases is not at the proper level. All signalling are placed based on the requests and the needs of citizens and in cooperation with the police; the municipality has no map describing or designing all signs in their positions in the city. This at the same time represents a problem. There is a lack of signalling in parking spaces and bus stops.

2.3. Pedestrian traffic

Pedestrian paths are a necessary element for the network of urban roads. The main roads of the city have paths for pedestrians and the technical condition of these paths is not good in terms of width, state and technical standards. It is worth mentioning that the conditions of pedestrian crossings are not at the right level and do not provide safe movement. In the peripheral streets of the city there is a lack of several paths for pedestrians, and therefore the movement of citizens, especially children and elderly, is in danger by the possibility of vehicle accidents. Several internal and peripheral parts of the city there is a lack of pedestrian paths. In several villages commenced the construction of sidewalks, but the situation is not at the adequate level because there are many pupils walking to school from one village to another and there are no sidewalks. They are in continuously in danger because they walk in the traffic lane or the curb.

2.4. Cycling traffic

The city of Lipjan/Lipljan lacks the cyclist paths and the movement of the small number of citizens with bicycles is not safe because they have no special space to move without obstacles. Based on the analyses of the state of play of cyclists' mobility in the city of Lipjan/Lipljan it results that the mobility of cyclists is unfavourable and unsafe. In the spatial analyses of the city of Lipjan/Lipljan that was carried out, there are preconditions for a proper planning to create sufficient space for cyclist paths so the citizens of the municipality of Lipjan/Lipljan to feel comfortable and safe during their movement.

2.5. Parking lots

The city of Lipjan/Lipljan has a significant space of public open parking lots, which meet the needs of citizens to the great extent. Within the centre of the city, where there is a larger need for parking, there are 7 public parking lots with an area of **20,124m²**, as well as the parallel parking lot with the streets “Skënderbeu” and “Shën Flori” with a length of **750m**. All these spaces of public parking lots provide to the citizens in total **400** parking spots. Also, the first area of the city has private parking lots, with an area of **3,100 m²**, providing around **60** parking spots for the citizens.



Figure 4. Parking lots in the city of Lipjan/Lipljan

A part of these parking spaces have been constructed in combination with green parts and parks, which represent attractive spaces for citizens of the Municipality of Lipjan/Lipljan. In general, the situation of the parking lots in the city of Lipjan/Lipljan is satisfactory; however, there is a need for proper planning for new spaces of parking lots in the urban area of the city in order to free the roads and pedestrian paths from irregular parking of vehicles. Wide roads with roadside parking spaces should be planned in the second area and beyond because there are no other public spaces to plan the parking concentrated in one space.

There are several parking lots built by private companies for their needs, but these parking lots can be used by all other citizens. We should mention that private businesses, such as hotels, considered having sufficient areas for parking, and this fact helps the city in solving the problem with parking lots.

2.6. Collective transport (public - private)

Currently, the municipality of Lipjan/Lipljane, namely the city has no urban traffic, whereas we should wait for the development of the urban traffic for expanding and increasing the city, urbanization of settlements and construction of urban and interurban roads, but the economic - social - environmental development will seek greater and more qualitative movement of passengers within the city, settlements and towards other municipal centres. The number of involved persons is significant, but it should be increased manifold in the future.

The municipality of Lipjan/Lipljan has no publicly-owned company for public transport. The public transport is organized by private companies specialised for providing services of this type of transport. All large plain settlements have services of public transport, whereas remote hilly-mountainous settlements that are scattered and with a small number of inhabitants do not have public transport services. These settlements are: Kleçka/Klecka, Divjaka, Vrella/Vrela, Plitkoviqi, Tërbovci, Brusi, Kosnica, Vogoçica and Shishari. Whereas among the largest settlements with limited services and problematic for transports are: Janjeva/Janjevo, Akllapi, Rubovci and Krojmiri. The number of transport lines should be increased in these settlements, whereas in remote hilly-mountainous areas should be invested in the road infrastructure by paving the roads or by regulating them with gravel and by increasing the number of police patrols.

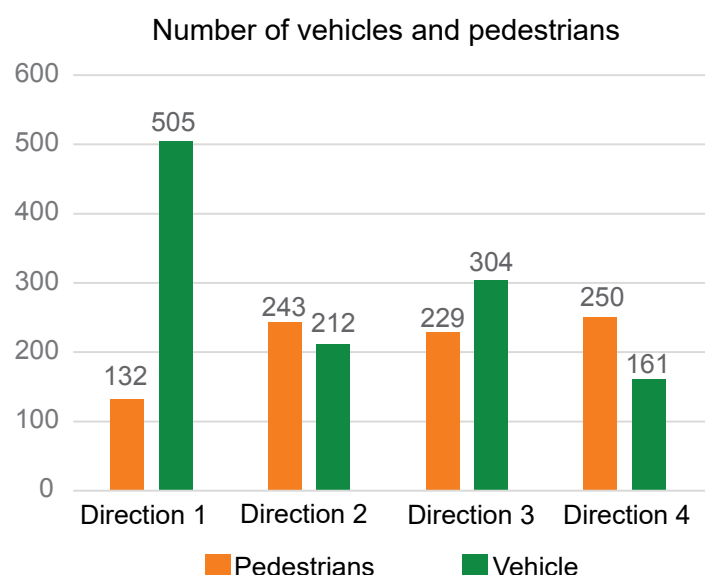
2.7. Traffic load

Urban area of the municipality of Lipjan/Lipljan has a relatively dense traffic, however, the construction of transit roads and expansion of existing ones resulted in the reduction of traffic dense at the satisfactory level. Almost all main roads have been expanded with two lanes in a direction for the movement of vehicles; however, but there are bottlenecks that block the continuous flow of movement.

Traffic flows have been counted with several characteristic points and in the due time of the urban area, and the purpose was to obtain an overview for the flow of vehicles and pedestrians in the centre.

The figure below shows the flow of vehicles and pedestrians in the roundabout in the centre of Lipjan/Lipljan, which at the same time represents the most frequented point of the city.





Graph 3. The flow of vehicles and pedestrians in the roundabout in the centre of Lipjan/Lipljan

The chart shows that direction 1, namely the main artery of the city is the most loaded; however, this is not a problem because it is a flow that can be managed in the two-lane road, but the manner of regulating this crossroad is a problem. It is a roundabout with very small radius with one lane for movement, three other branches are one-lane branches, whereas the main one has two lanes and this is the problem that is caused at the entry of the crossroad.

2.8. Movement of persons with reduced mobility

The municipality of Lipjan/Lipljan, namely the urban area has no adequate infrastructure that would enable the persons with reduced mobility an easy access and free movement. Several new roads being built fulfil the standards, especially those in pedestrian crossings. However, it is not possible the movement of persons with reduced mobility by themselves because there is no specific infrastructure that would enable the “door to door” movement. Also, there is no specific infrastructure for blind people, namely there is no horizontal roadmap for them.

3. VISION – STRATEGIC OBJECTIVES

All the documents drafted so far, including both municipal and urban development planning, share the vision for the city as a business centre, considering that it has an adequate infrastructure and represents an intertwining point for all forms of transport, which serve as the basis for the economic development of a country. Such a city should definitely have a very well designed multimodal transport system. The city of Lipjan/Ljiplane offers all the opportunities for implementing this vision, but some issues depend on the central level. The main objective of all the previous plans was to expand the road infrastructure, namely to increase the road capacity for motor vehicles. These objectives have been almost fully achieved in terms of those components that are under the jurisdiction of the municipality. Now it is time to think about and to develop a common vision for all participants or users of the system.

The vision of the city in aspect of mobility shall be built on the following four components:

1. Capacity;
2. Reachability (accessibility);
3. Attractiveness;
4. Sustainability.

Main objectives within the above components of the vision:

1. Capacity:
 - Road network capacity;
 - Public transport capacity;
 - Cycling network;
 - Businesses.
2. Reachability (accessibility):
 - Travelling time;
 - Travelling speed;
 - Parking;
 - Satisfaction of road network users.
3. Attractiveness:
 - Walking;
 - Public space.
4. Sustainability:
 - Road safety;
 - Road network sustainability;
 - Use of alternative modes of movement.

During the analysis of the current situation we noticed that the city faces problems in almost all forms of mobility. Investments were made mainly for the expansion or improvement of road infrastructure aimed at capacity building, but no investments were made in other accompanying infrastructure, which would ensure access for all participants.

Out of the above points of the Vision, we will mainly focus on those that are more urgent and which require immediate intervention. The current situation analysis revealed highly concerning data on traffic safety. Therefore, this will be the main objective and it can be accomplished within a short period.

Regarding the capacity of the road network, the situation is good for a medium term period, therefore there is no need for investment in this regard. The condition of the sidewalks is good and there is a network in the city that meets the requirements for walking, but there are problems in terms of accessing them. Businesses are the biggest users of this transportation network and all capacity building investments are aimed at creating the adequate infrastructure for sustainable business development. In this regard, investments have been made and a suitable environment for doing business has been established in the city.

In terms of reachability (accessibility) in the city, this is easy and the time of travel by car is short, so we can say that the city is easily reachable by car and also offers sufficient free public parking space. Recent investment in the networks has resulted in increased satisfaction and serviceability of users of the road network, with short, almost negligible, waiting time.

The infrastructure does not meet the requirements for other users moving with non-motorized means such as walking and cycling. There is continuous investment in the network of sidewalks aimed at improving this situation and increasing the level of service to citizens. We can say that the overall situation is satisfactory considering the underway reconstructions aimed at improving access in general and by people with special needs in particular.

The city does not have sufficient public recreational spaces at the moment. We are considering investing in the main square in order to functionalize and increase the attractiveness of the centre. All services in the city, namely movements for daily needs, can be carried out by walking. As the figure below shows, the furthest distance in the North - South direction is 1.5 km, which can be covered in 20 min, whereas the furthest distance in the East – West direction is 900 m.



Figure 5. Configuration of the city of Lipjan/Lipljan

The fourth point of the Vision is sustainability, in which the city of Lipjan/Lipljan faces problems. The safety of movement in cities is the main problem and it is clear from the data that shows the number of accidents is very high, including both fatal accidents and the accidents with material damages. Thus, the objective is to reduce the number of accidents and achieving the “ZERO” vision.

Sustainability of the road network is also one of the problems facing the entire state of Kosovo. Investments are made, but there is no adequate maintenance, which makes this network unsustainable. Therefore, our focus will also be on the maintenance of the existing network in order to increase the durability of service.

Lipjan/Lipljan as a city with a small population should by all means focus on alternative modes of movement for daily and recreational needs. Currently, the motorization rate in the city is high and the main mode of movement for this small city remains the personal vehicle. Therefore, it is necessary to provide the suitable infrastructure for non-motorized movement, namely, to promote cycling and walking. This would bring twofold benefits and would have a direct impact on the citizens' life both in health and financial terms.

Based on what was mentioned above, the key objectives are:

1. Safety for all traffic participants, achievement of “ZERO” vision;
2. Infrastructure for non-motorized movement;
3. Regulation of movement;
4. Maintenance of infrastructure.

4. MOBILITY PLAN (2016-2020)

4.1. Safety for all traffic participants, achievement of “ZERO” vision

When talking about security in the city of Lipjan/Lipljan, our focus immediately shifts to the fatal accidents in the intersections with main roads, which were discussed in the chapters above. Another problem is the safety in the vicinity of schools, as well as the safety of passing through intersections both for motorized and non-motorized vehicles.

Regulation of these problems is possible and is not costly. The following chapter will present all phases of investment that will be made at these points in order to increase safety.

4.1.1. Intersections in main roads

According to police reports on accidents, the intersection on the main road M25 - R120 - R208 (at ETC – Magure, Lipjan/Lipljan), is one of the crossroads with the lowest safety, where the number of accidents, including fatal ones, is very high on an annual basis. A number of regulations were proposed for this intersection, but the one approved and agreed between the Municipality of Lipjan/Lipljan and the Ministry of Infrastructure is a roundabout as shown in the figure below.



Figure 6. Proposal for the regulation of crossroads on highway M25 - R120 - R208 (at ETC - Lipjan Magure)

Not less dangerous is also the intersection on the main road M2 - R120 (intersection of Janjeva), which is a levelled intersection regulated with passing priority. Other forms of regulation are recommended for this intersection as well in order to increase the safety.



Figure 7. Shared road for pedestrians and vehicles “shared space”



Figure 8. Cycling network in the city of Lipjan/Lipljan

Investments that will be made within the plan:

- Intersection of Magura Road M25 – R120 – Roundabout – Co-financed by the Ministry;
- Intersection of Janjeva Road M2 – R120 – Roundabout – Co-financed by the Ministry;
- Intersection M25 – “Komandant Kumanova” Street;
- Intersection at the Health Centre – “Lidhja e Prizrenit” Street – “Gjergj Fishta” Street – Traffic lights;
- Sidewalks;
- Cycling paths;
 - Phase I – 3 KM
 - Phase II – 2 KM
 - Phase III – 2 KM
 - Phase IV - 5 – 10 KM
- Bus stops – 9 stations;
- Regulation, adjustment of infrastructure for people with reduced mobility;
- Regulation, increased movement safety on “Gjergj Fishta” Street – safety in vicinity of schools – shared space;
- Maintenance of horizontal and vertical signalling;
- Maintenance of infrastructure.



Figure 9. Geographical position of the city of Lipjan/Lipljan, access to all existing forms of transport (road, air and railway)

5. ACTION PLAN - LIPJAN/LIPLJAN

If we analyse the key factors that led many European cities to draft urban mobility plans, this alternative of movement, then we can see as equally applicable for the Municipality of Lipjan/Lipljan. Such factors include the increasing trend of motorization in Kosovo over the last 20 years and the need to change the approach to the analysis of mobility in cities. Considering the increasing number of motor vehicles, they should be accommodated in the existing network, which was not initially planned for this level of motorization. Now, the main challenge of engineers is to preserve the balance between motorized and non-motorized means, accommodating them in the existing infrastructure, but without compromising the safety.

The challenge is to find ways to promote and preserve the culture of walking, cycling as well as free and safe access for all traffic participants, and to transfer appropriate innovative practices in the service of mobility in the Municipality of Lipjan/Lipljan.

Action 1: Appointment of the Urban Mobility Official

An Urban Mobility Official should be appointed within the Directorate of Public Services, who will be responsible for preparing a program for managing the urban mobility that includes more information, awareness raising campaigns, promotion, marketing, coordination and organization.

Action 2: Increased traffic safety – safety first

This consists of education on traffic rules and safe participation in traffic. The Department of Public Services in cooperation with the Department of Education and the Police should prepare the necessary materials and organize lectures on traffic education in the Municipality of Lipjan/Lipljan. Lectures should be held mainly by professionals of the field and should be organized in primary and secondary schools.

Action 3: Promotion of non-motorized movement

Awareness raising campaigns and promotion of non-motorized movements should be organized. Media promotion at the local level (local TVs, electronic media, etc.) should be carried out. Certain events, such as the European Mobility Week (16 to 22 September), days without cars, etc. should be used to promote non-motorized movement. During this week, many countries organize thousands of activities to promote non-motorized movement. It is necessary to create partnerships between the municipality and schools (possibly with the involvement of NGOs) in order to create more suitable policy and promote non-motorized movements.

Action 4: Adjustment of infrastructure for people with reduced mobility

The Department of Public Services should cooperate with the Department of Urban Planning and with relevant organizations for persons with reduced mobility to ensure that appropriate measures in compliance with technical requirements are implemented in all road crossings and pedestrian crossings to enable access by persons with reduced mobility.

No.	Measures	Objective	Indicators	Responsible	Signifi- cance of measure (1-3)	Approx- imate cost	Time- line
1	Re-design of inter- sections with the main road in order to increase safety	Increased safety at crossroads	New forms of regulation	Municipality of Lipjan/Lipljan / Ministry of Infrastructure	1	-	All years
2	Creation of spaces for the safe move- ment of pedestri- ans on existing roads	Marking and separating them from traffic lanes and creation of shared space	Length	Municipality of Lipjan/Lipljan	1	5,000 – 10,000	2016
3	Construction of traffic calming is- lands for increased security near schools	Regulation of traffic flow to increase safety	Calmer traffic	Municipality of Lipjan/Lipljan	1	2,000 – 5,000	2016
4	Horizontal and ver- tical signalling	Placement, im- provement and maintenance of road signalling	No. of placed signs and length/area of horizontal signalling	Municipality of Lipjan/Lipljan	2	25,000 – 30,000	All years
5	Construction and maintenance of sidewalks	Creation of safe spaces for the movement of pedestrians	Length of constructed sidewalks	Municipality of Lipjan/Lipljan / DEMOS	2	150,000	All years
6	Road infrastructure for people with reduced mobility	Adjustment of road infrastruc- ture for people with reduced mobility	Condition of road infrastruc- ture after imple- mentation	Municipality of Lipjan/Lipljan	1	5,000 – 10,000	2016
7	Construction of bus stations	Improvement of interurban and urban-suburban traffic	Number of constructed stations	Municipality of Lipjan/Lipljan	1	15,000 – 20,000	2016- 2017
8	Construction of cycling tracks	Increased safety for cyclists in the Municipality of Lipjan/Lipljan	Length of constructed tracks	Municipality of Lipjan/Lipljan	2	50,000 – 70,000	All years
9	Construction of intersections with traffic lights	Increased safety for all traffic par- ticipants	Implemented project	Municipality of Lipjan/Lipljan / DEMOS	1	30,000	2016

6. STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

STATEMENT OF JUSTIFICATION FOR DETERMINATION FOR NOT PREPARING THE STRATEGIC ENVIRONMENTAL ASSESSMENT REPORT FOR THE MOBILITY PLAN (MP) IN THE MUNICIPALITY OF LIPJAN/LIPLJAN.

1. SUMMARY OF MP

The Municipality of Lipjan/Lipljan, thanks to the support provided by DEMOS, has prepared the Sustainable Mobility Plan (MP). It initially created the Working Group composed of representatives of various stakeholders and representatives of relevant departments of the Municipality of Lipjan/Lipljan.

The experts engaged by DEMOS have played an important role in the process of preparing the MP; they worked closely with the municipal experts in the identification and description of the current traffic situation, in conducting the financial analysis and identifying economic and financial opportunities for improving and ensuring sustainable mobility, and in the definition of objectives, actions and activities that need to be undertaken to ensure comprehensive and sustainable mobility.

The Mobility Plan includes:

- Provision of easier access for daily movement and other services;
- Improvement of the safety level;
- Reduction of environmental pollution;
- Increased efficiency and economization during transportation of people and goods;
- Increased attractiveness and quality of the urban environment.

The Mobility Plan does not include:

- Construction of new roads (except the regulation of high-risk intersections in cooperation with the Ministry of Infrastructure);
- Construction of accompanying infrastructure such as: roundabouts, underpasses or overpasses;
- Other projects for which the law requires Environmental Impact Assessment.

LEGAL REFERENCES CONSULTED FOR THE DECISION

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 is 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 for the Mobility Plan (MP) in the Municipality of Lipjan/Lipljan is in accordance with the above mentioned article. Point 2 of this Article emphasizes that, “**... SEA is obligatory for plans in the field of ... telecommunication... “**, but the second half of that paragraph continues, “**...which provide the framework for future development projects are subject to environmental impact assessment in accordance with the law ... “**

Article: 5 Determination of need for SEA

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

The Working Group for the preparation of MP, in reference to the above mentioned provision, has reviewed the PM comparing it to the criteria of Annex 1 of the Law on SEA, concluding that the MP is not expected to have major impacts on the environment and as such procedure is not subject to SEA.

COMPARATIVE ANALYSIS ACCORDING TO CRITERIA FORESEEN BY THE LAW No.03/L-230 ON STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA), AND ACTIVITIES OF MP OF THE MUNICIPALITY OF LIPJAN//LIPLJANE

Evaluation criteria pursuant to Annex 1 of the Law on SEA	The effects of Mobility Plan of the municipality of Lipjan/ Lipljan (MP)
1. The characteristics of plans and programmes, having regard, in particular, to:	
1.1. the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,	MP does not foresee the development of projects (for infrastructure, accompanying elements of traffic etc.) that would be subject to proceedings under the law on EIA. However, MP in the framework of the investments foresees the adjustment or redesigning of dangerous intersections (4) but as projects shall be treated separately for being subject or not to EIA. Whereas the main objectives shall be to facilitate the road traffic by taking facilitating measures in order to provide safe movement to all traffic participants.
1.2. the degree to which the plan or programme influences other plans and programmes, including those in a hierarchy,	This plan is in compliance with the Municipal Development Plan, and also has been subject to the Strategic Environmental Assessment procedure whereby it can be concluded that it does not influence, other existing plans, municipal neither the national plans
1.3. the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development,	In general, the plan is in line with the principles of sustainable development, by proposing facilitating measures for promotion of non-motor movements (e.g. cycling) in this municipality that would contribute to improvement of air quality by re-shifting the traffic through construction of transit roads.
1.4. environmental problems relevant to the plan or programme,	In the objectives set out in the Mobility Plan of the Municipality, no potential environmental problems have been encountered that may emerge as a result of the implementation of the objectives mentioned above. However, it must be mentioned that during the construction of roundabouts at intersections, there may be adverse environmental effects but that they would be minor. These projects, which will be implemented in cooperation with the Ministry of Infrastructure, will be subject to an EIA procedure as single projects.
1.5 the relevance of the plan or programme for the implementation of European Community legislation on the environment (e.g. plans and programmes linked to waste-management or protection of water).	It must be said that the plan itself is not required under the legislation, neither the environmental nor the local government, but it may be related to many laws that promote sustainable development, improvement of the quality of life, free and safe movement for all traffic participants, etc. Also it can be said that as such the plan is carried out in voluntary basis by municipalities and taking into account the requirements arising from the law on SEA for scanning of any plan or program drafted by municipalities in this case, the potential impacts on the environment, it was seen as reasonable to undergo this process. Among other things, it is worth mentioning that this plan and all the objectives contained in this plan are in complete harmony with the Municipal Development Plan.

2. Characteristics of the effects and of the area likely to be affected, considering, in particular;	
2.1. the probability, duration, frequency and reversibility of the effects,	MP includes a 5-year period (2015-2020). During these years it is expected an increase of effects which would be positive. (See item 1.3)
2.2. the cumulative nature of the effects,	The plan does not foresee effects which in cumulative context would result in environmental consequences. On the contrary with the re-orientation of the traffic, increased cycling paths, increased road safety would have positive effects in improving the quality of air in general and traffic safety for all participants in particular.
2.3. the trans-boundary nature of the effects;	There will be no adverse trans-boundary effects. The Mobility Plan is of local character. Positive effects are expected, but they shall be indirect. This would result from the improved road traffic and increased traffic safety, enabling access to persons with disabilities, etc.
2.4. the risks to human health or the environment (e.g. due to accidents),	
2.5. the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);	Positive environmental effects of the plan by the end of 2020 will affect the territory, and residents of the municipality of Lipjan/Lipljan.
2.6. the value and vulnerability of the area likely to be affected due to:	Not relevant to MP of Lipjan/Lipljan.
2.6.1. special natural characteristics or cultural heritage,	Given that the MP does not foresee physical intervention (except the construction of roundabouts at intersections), construction of buildings, infrastructure, forest logging, occupation of land, excavations, etc., there will be no damage/degradation of natural or cultural heritage sites.
2.6.2. exceeded environmental quality standards or limit values,	MP does not foresee projects that would result with emissions in air or water, which will be subject to review in the context of exceeding the standards or limit values.
2.6.3. intensive land-use.	MP does not foresee occupancy or use of lands, all actions will be taken according to the objectives in the existing situation, with the exception of construction of the above mentioned bridge, but there will be no intensive land use.
2.7. the effects on areas or landscapes which have a recognised national, European Community or international protection status.	The municipality of Lipjan/Lipljan lies in the central part of the Republic of Kosovo and at the crossroad of the most important roads of the region. The municipality of Lipjan/Lipljan borders with the following municipalities: Ferizaj/Urosevac, Fushë Kosova/Kosovo Polje, Graçanica/Gračanica, Prishtina/Pristina, Drenas/Gillogovac, Suharekë/Suvareka, Malishevë/Malisevo, Shtime/Stimlje, Ferizaj/Urosevac, Gjiilan/Gnjilane and Artanë/Novo Brdo. During the analysis of the report on the Natural Heritage Values of Kosovo (KEPA), it was noted that in the area of Lipjan/Lipljan municipality there is only one protected area which is "Gadime Cave" but the development of this plan will have no direct or indirect effect in this protected area. Consequently, it can be said that MP has no effect on protected areas with recognized national, community or international effect. On the other hand, the objectives set in MP are of positive effect character.

7. FINANCIAL PLAN

7.1. The main assumptions in the financial plan

The establishment of Investment Plan for the municipality of Lipjan/Lipljan needs to define some assumptions for designing the investments and feasibility of their perfection, which are:

- Defining investment needs based on needs for mobility;
- The possibility of financing the planned investments based on funding sources;
- Division of projects based on the need for improvement of mobility situation in the municipality divided into three levels of priorities:
 - High
 - Moderate
 - Low
- Cash flow planned in fulfilment of the obligations arising from the planned investments is based on the date of completion of construction (date of finalization of the projects);
- Investment funds are accessible and are known for fulfilment of the planned objectives;
- The costs of projects are calculated and verified.

7.2. Budget analysis of capital investment costs

Investments planned for the period 2016-2020 are in the amount of 115,500 Euros. The planned investments are based on 8 projects distributed in defined categories.

The assessment of projects and the possibility of implementation of the investment plan for the period of the plan 2016-2020, projects are categorized in several main groups depending of their nature. Investments are based on 7 (seven) main investment categories.

- Traffic regulation;
- Dislocation of parking spaces;
- Cycling paths;
- Bus stops;
- Infrastructure for people with reduced mobility;
- Safety in traffic;
- Lighting signals – traffic lights.

Division of investments enable the monitoring of execution of plan easier and the impact of the implementation of determined performance objectives.

Table 1. Summary table of investments for the period 2016-2020

Investment Summary Table

Number of spaces	8
Total investments	115,500
Average value per project	14,438

Investments 2016-2020	2016	2017	2018	2019	2020	Total
Investments value	30,400	19,400	26,900	19,400	19,400	115,500
In %	26.3%	16.8%	23.3%	16.8%	16.8%	100%

Investments structure

Category	Value Invest.	Investments in %	No. of projects	Ave. val. per investments
Traffic adjustment	-		1	-
Parking dislocation	15,000	13.0%	2	7,500
Cycling paths	3,500	3.0%	1	3,500
Bus stops	60,000	51.9%	1	60,000
Infra. for people with reduced mobility	17,500	15.2%	1	17,500
Traffic safety	15,000	13.0%	1	15,000
Lighting signals	4,500	3.9%	1	
Total	115,500	100%	8	14,438

Funding sources	Muni. Budget	Line Ministry	Donators	Total
Investments value	115,500	-	-	115,500
In % for 2016-2020	100%			100%

Investments/Priority	High	Moderate	Low	Total
Investments value	36,000	79,500	-	115,500
In %	31.2%	68.8%		100%

Category/Investment	High	Moderate	Low	Total
Number of projects	5	3	-	8
Average per project	7,200	26,500		14,438

Funding sources 2016-2020	2016	2017	2018	2019	2020	Total	In %
Municipality budge	37,900	19,400	19,400	19,400	19,400	115,500	100%
Line Ministry							
Donators							
Total	37,900	19,400	19,400	19,400	19,400	115,500	100%
In %							

Table 2. Planned investment projects for the period 2016-2020

Priority	High	Low							
Project	Content	Kategorija	2016	2017	2018	2019	2020	Total	In %
Re-designing of crossroads with the main road - in order to increase traffic safety	Increased safety in the crossroads	Traffic adjustment	-	-	-	-	-	-	0.0%
Creating spaces for safe movement of pedestrians in the existing roads	Signalling and their division from the traffic lanes, creation of common spaces	Parking dislocation	7,500	-	-	-	-	7,500	20.8%
Construction of traffic calming islands for increased safety near schools	Adjustment of traffic in order to increase the safety	Cycling paths	3,500	-	-	-	-	3,500	9.7%
Road infrastructure for persons with reduced mobility	The adjustment of the road infrastructure for persons with reduced mobility	Parking dislocation	-	-	7,500	-	-	7,500	20.8%
Construction of bus stations	Improvement of interurban and urban peripheral traffic conditions	Infrastructure for people with reduced mobility	3,500	3,500	3,500	3,500	3,500	17,500	48.6%
Total			14,500	3,500	11,000	3,500	3,500	36,000	100.0%

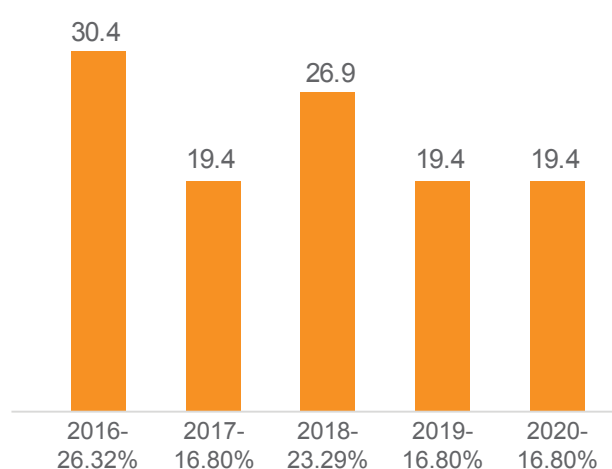
Priority	Moderate								
Project	Content	Category	2016	2017	2018	2019	2020	Total	In %
Horizontal and vertical signalling	The establishment, improvement and maintenance of road signalling	Lighting signals	900	900	900	900	900	4,500	5.7%
Construction and maintenance of sidewalks	Creating safe spaces for movement of pedestrians	Traffic safety	3,000	3,000	3,000	3,000	3,000	15,000	18.9%
Construction of cycling paths	Increased safety for cyclists movement in the municipality of Lipjan/ Lipljan	Non-motorized movements	12,000	12,000	12,000	12,000	12,000	60,000	75.5%
Total			15,900	15,900	15,900	15,900	15,900	79,500	100%
Total Investments			30,400	19,400	26,900	19,400	19,400	115,500	

7.3. The need for new investments

Capital investments are planned to be feasible under the current budget and planned with the guarantee in implementation of investments. Investments for the planning period are distributed at reasonable rates from overall investments for the period 2016-2020 plan, in annual level expressed in percentage between 26.3% -16.8% of the total planned investment for the planning period.

Table 3. Planned Investments in Mobility for the period 2016-2020

Investments	2016	2017	2018	2019	2020	Total
Invest. amount	30,400	19,400	26,900	19,400	19,400	115,500
In %	26.3%	16.8%	23.3%	16.8%	16.8%	100%



Graph 4. Graphical presentation of the investment structure for the planning period 2016-2020

Investments are planned along with the date of the completion of investments. Investments in mobility are short-term investments based on investment completion period whereas their use is regarded as long-term use. Investments in mobility are affected by the allocation of municipal budgets, as well as from other sources of funding which according to experience are allocated in the second and third quarter of the year, which is the basis for investment planning.

Table 4. Cash flow of investments planned for the period 2016-2020

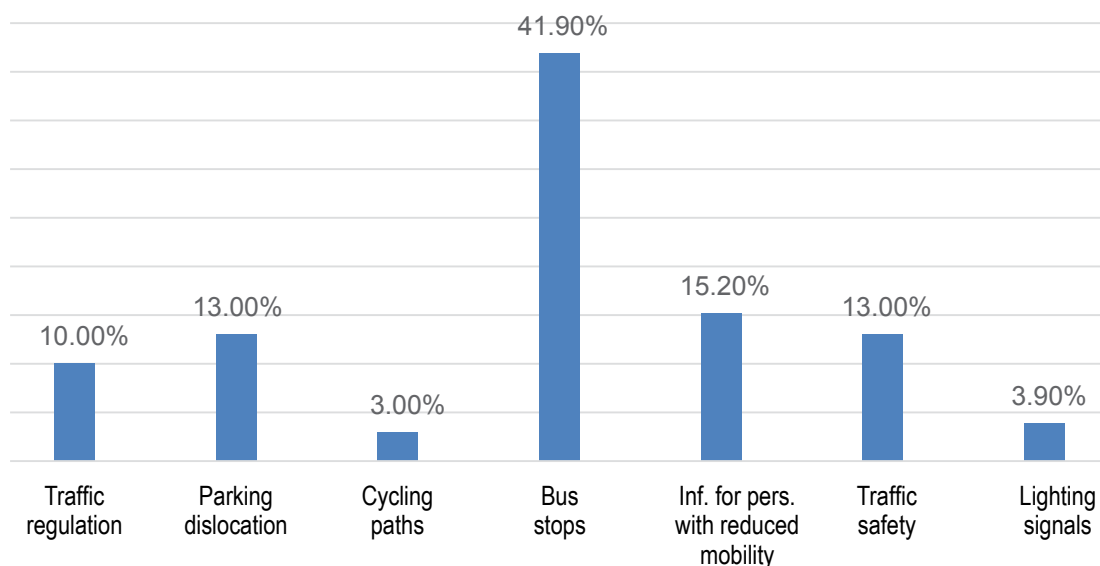
Investments	Q1	Q2	Q3	Q4	Total	In %
2016	-	8,400	18,500	3,500	30,400	26.3%
2017	-	900	15,000	3,500	19,400	16.8%
2018	-	900	22,500	3,500	26,900	23.3%
2019	-	900	15,000	3,500	19,400	16.8%
2020	-	900	15,000	3,500	19,400	16.8%
Total					115,500	100%

7.4. The structure of investments for the period 2016-2020

The structure of the investments based on investment categories express a large share of investments in the category "Lighting signals-traffic lights" in the amount of 30,000 Euro, expressed in percentage 51.9%, whereas other categories have a significantly smaller participation of the total investments for the period 2016-2020.

Table 5. The planned investments based on categories for the period 2016-2020

Investments/Category	2016	2017	2018	2019	2020	Total	In %
Traffic regulation	6,000	-	-	-	-	-	10.0%
Parking dislocation	15,000	-	-	-	-	15,000	13.0%
Cycling paths	3,500	-	-	-	-	3,500	3.0%
Bus stops	12,000	12,000	12,000	12,000	12,000	54,000	41.9%
Infrastructure for people with reduced mobility	3,500	3,500	3,500	3,500	3,500	17,500	15.2%
Traffic safety	3,000	3,000	3,000	3,000	3,000	15,000	13.0%
Lighting signals-traffic lights	900	900	900	900	900	4,500	3.9%
In %	32.8%	16.8%	16.8%	16.8%	16.8%	100%	



Graph 5. Graphic presentation of the investment structure based on investment categories

7.5. Investments based on the priorities for the period 2016-2020

The category of “**Moderate**” priority investments is distributed in the harmonious form over the investment period. Participation of categories in the amount of 79,500 EURO, expressed in percentage 68.8% of the total investment value. Distribution and greater participation of this category of investment implies additional attention to the unconditional implementation of these investments to achievement of the defined objectives. The average value based on the project of this group is 26.500 which is very high compared to the category of high priority investments.

The category of “**High**” priority investments, participation of the category in the amount of 36.000 EURO, expressed in percentage, 31.2% of the total investment value. The determination of high priority to this group implies additional attention to the unconditional implementation of these investments to achieve the defined objectives. The successful implementation of this investment group has an impact on satisfying the needs of impact.

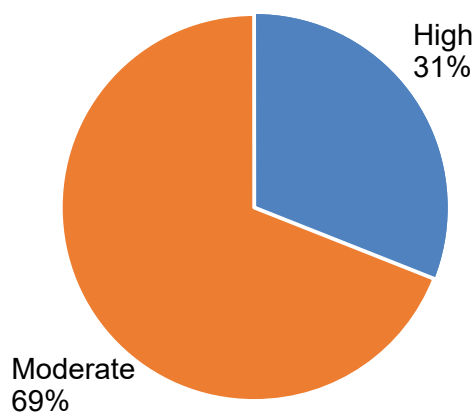
Table 6. Planned investments based on priorities of the average value for a project

Investments/Priority	High	Moderate	Low	Total
Investment value	36,000	79,500	-	115,500
In %	31.2%	68.8%		100%
Number of projects	5	3	-	8
Average for a project	7,200	26,500		14,438

Projects assessed based on priorities are the basis for monitoring the application of the plan and the impact of the plan on objectives set in the plan and for other non-financial factors

Table 7. Planned investments based on categories for the period 2016-2020

Category	2016	2017	2018	2019	2020	Total	In %
High	14,500	3,500	11,000	3,500	3,500	36,000	31.2%
Moderate	15,900	15,900	15,900	15,900	15,900	79,500	68.8%
Low	-	-	-	-	-	-	0.0%
Total	30,400	19,400	26,900	19,400	19,400	115,500	100%



Graph 6. Graphic presentation of investment for the period 2016-2020 based on priorities

7.6. Planning of the cash flow for investments in mobility

The planned investments are financed only from one financial source namely the municipal budget foreseen for the mobility sector. The experience at the national level is that some categories of mobility projects are financed by donations and government grants, which are not included in the mobility plan for the period 2016-2020.

Table 8. Sources of funding for the investment period 2016-2020

Category	2016	2017	2018	2019	2020	Total	In %
Municipal budget	30,400	19,400	26,900	19,400	19,400	115,50	100%
Line Ministry	-	-	-	-	-	-	0.0%
Donators	-	-	-	-	-	-	0.0%
Total	30,400	19,400	26,900	19,400	19,400	115,500	100%

Table 9. Summary table of planned projects for planning period 2016–2020, cash flow

No.	Measures	Objectives	Indicators	Responsible	Priority	Categories	Value	Time-line	2016	2017	2018	2019	2020	Total
1	Re-design of crossroads with the national road-with the aim of improving safety	Crossroad safety improvement	New forms of arrangement	Municipal budget	High	Traffic flow arrangement	-	2016-2020	-	-	-	-	-	-
2	Provision of spaces for safe movement of pedestrians on the existing road	Marking and separation from the traffic lanes, provision of common spaces	Their length	Municipal Budget	High	Relocation of parking lots	7,500	2016	7,500	-	-	-	-	7,500
3	Construction of traffic calming islands to improve safety at vicinity of schools	Traffic arrangement aiming safety enhancement	Traffic calming	Municipal Budget	High	Cycling tracks	3,500	2016	3,500	-	-	-	-	3,500
4	Vertical and horizontal signaling	Placement, improvement and maintenance of road signs	Number of placed road signs and the length/surface of horizontal signalization	Municipal Budget	Medium	Light signals	4,500	2016-2020	900	900	900	900	900	4,500
5	Construction and maintenance of sidewalks	Provision of safe spaces for pedestrian movement	Length of constructed sidewalks	Municipal Budget	High	Traffic Safety	15,000	2016-2020	3,000	3,000	3,000	3,000	3,000	15,000
6	Road infrastructure for people with reduced mobility	Adaptation of road infrastructure for people with reduced mobility	State of road infrastructure after completion	Municipal Budget	High	Relocation of parking lots	7,500	2016	7,500	-	-	-	-	7,500
7	Construction of bus stops	Improving the interurban and urban-peripheral traffic conditions	Number of constructed bus stops	Municipal Budget	High	People with disabilities friendly infrastructure	17,500	2016-2020	3,500	3,500	3,500	3,500	3,500	17,500
8	Construction of cycling tracks	Improvement of safety for cyclist movement in Lipjan municipality	Length of constructed tracks	Municipal Budget	Medium	Bus stops	60,000	2016-2020	12,000	12,000	12,000	12,000	12,000	60,000

8. MONITORING PLAN

8.1. Monitoring and review of the Urban Mobility Plan for 2016

Measures		TRAFFIC SAFETY	
Location		Street _____	
Character		Main/regional road	Local
1	Expected actions	-Islands on pedestrian crossings -Other measures _____ _____	- speed bumps - rumble strips - platforms - rubber discs - only signalling
Implementation	YES		
	NO		
	PARTIALLY		
Is it necessary to use additional measures for traffic calming?			
		YES	NO

Additional notes:

Lipjan/Lipljan, on _____

Person responsible for UMP monitoring:

8.2. Monitoring and review of the Urban Mobility Plan for 2016

	Measures	Access of persons with reduced mobility	
	Location	Street _____	
	Character	Main/regional road	Local
1	Expected actions	-Islands on pedestrian crossings -Other measures _____ _____	- speed bumps - rumble strips - platforms - rubber discs - only signalling
Implementation	YES		
	NO		
	PARTIALLY		
Is it necessary to use additional measures for traffic calming?			
		YES	NO

Additional notes:

Lipjan/Lipljan, on _____

Person responsible for UMP monitoring:

Annex I

Usually before the first speed bump of the series of speed bumps, there is a sign for slowing down or a street sign. According to the rules, these artificial elements are placed throughout the half or entire stretch of the road track. If they are placed in a row, the distance between them can vary from 20 to 60 m, depending on the situation.

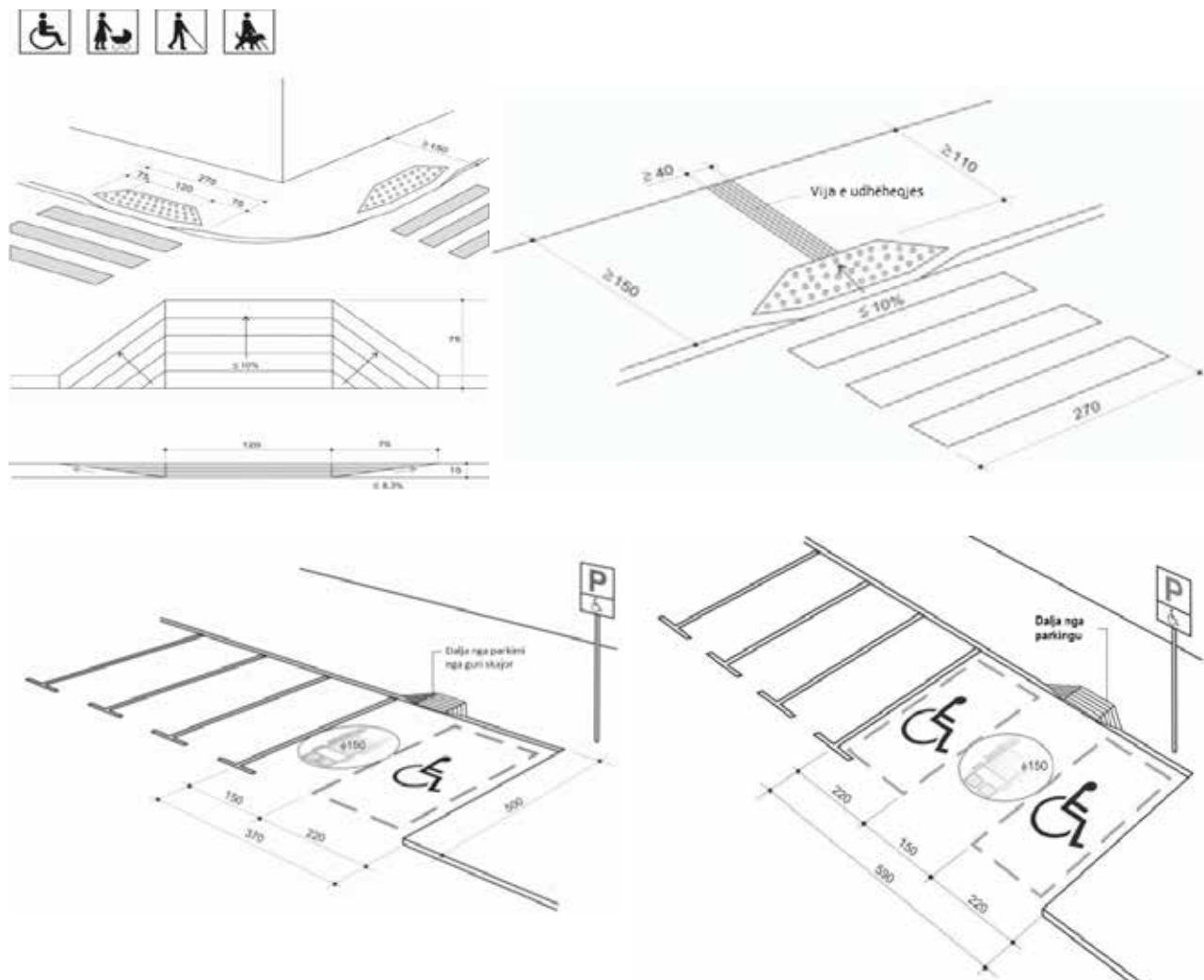
Depending on the speed limit, the same are with dimensions as follows:

- Up to 50 km/h, their width must not be less than 60 cm, whereas the height must not be more than 3 cm;
- Up to 40 km/h, their width must not be less than 90 cm, whereas the height must not exceed to 5 cm and
- Up to 30 km/h, their width should not be less than 120 cm, whereas the height must not exceed to 7 cm.



Annex II

The adjustment of road infrastructure for persons with reduced mobility.



URBAN MOBILITY PLAN FOR THE
MUNICIPALITY OF LIPJAN/LIPLJAN
2016-2020



HELVETAS
Swiss Intercooperation

KOSOVO



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Swiss Cooperation Office Kosovo