

Integration of Prishtina through mobility as an indicator - Calabria case study

*Elvida PALLASKA**

Abstract

This paper deals with the assessment of internal integration of Prishtina, through the low mobility in two quarters of its major Dardania and Calabria as a case study. Such evaluation is done in order to measure the degree of urban sustainability, functionality and mobility. This is intended to reach to the conclusion that the indicator of mobility reflects rational spatial development planning for the city and its urban sustainability.

An assessment of the mobility of one neighbourhood to another, access to downtown and other parts of the city, the level of risk, rational use of space, the level of integrated urban planning.

Key Words: urban sustainability, sustainable urban transport, integrated transport, urban spatial planning, urban mobility, city attractiveness, cities of knowledge economy, creative cities, urban environmental pollution, public spaces, transport oriented development, mobility oriented development.

Summary

This case study research is aimed to assess the real situation of the City of Pristina, its internal neighbourhood integration of Dardania and Calabria neighbourhoods, through mobility as indicator.

Identified challenges and opportunities in terms of what can be done in the future about mobility is one of the most important indicators for sustainable urban development of developed cities, as well as Pristina. The goal for the city of Pristina, as future metropolitan city, within cities in the Balkans and in Europe, needs to be initially integrated internally. Cities have to breathe as one, well integrated, be functional and attractive to its citizens, visitors and potential investors.

* Arch. Elvida Pallaska, MA, Ministry of Environment and Spatial Planning, Pristina, E-mail: elvida.pallaska@gmail.com

This qualitative research, conducted in two parts, theoretical and practical, begins with the hypothesis that neighbourhood of Calabria is not integrated in the entire city of Pristina. National road N2, between Calabria and Dardania neighbourhoods, should contribute in integration of these two neighbourhoods and the whole city of Pristina as one. However, this road segregates the Calabrian neighbourhood.

The integration of the two largest districts of Pristina contributes to functionalize access to the City Centre of Pristina and other parts of Pristina too.

In the context of theoretical part of assessment a number of analyses were conducted, such as: i) Kosovo legislation concerning mobility, road security, transport, etc.; ii) Central and Local planning documents of Municipality of Pristina and the Ministry of Infrastructure regarding the future plan for these neighbourhoods, where the integration is foreseen by the mobility measures; and, iii) Statistical data from the Regional Traffic Police for the year 2011.

In the practical context, interviews are held with residents of Calabria neighbourhood to demonstrate or measure the degree of risk in their daily activities, their movement to the city as a whole, as well as some measurements on daily violations of law.

Conclusion - With respect to road safety it can be concluded that the situation on the ground is alarming to residents of the neighbourhoods as well as of citizens accessing Pristina bus station and/or city itself. It is alarming due to the fact that it is (not) being a priority for local or central governments when it comes to spatial and urban planning first of all; it is managed by Pristina municipality whereas capital investments made are not enhancing mobility or improving the accessibility to city as a whole.

While tenting to reach broader integration it continues to be a concern that integration and enhancement of the well being of people living in the two neighbourhoods of the city of Pristina is not even planned to happen in the near future. The city of Pristina has to be integrated internally first of all.

This is supposed to reduce or even eliminate the fear of accidents for people who have no other solution to access the city except to

cross it as pedestrians, while the city of Prishtina will suffer from the consequences of negligence or lack of knowledge in planning professionally, thoroughly and analytically.

Recommendations - The right Spatial Planning in cooperation with other relevant factors to road infrastructure and transport, such as the Ministry of Infrastructure and the Municipality of Prishtina. In terms of finding the best long lasting solution the infrastructural interventions towards elimination of motorized traffic, creation of large public spaces, creation of open green urban public spaces between the two neighbourhoods would not only be environmentally sustainable, but would also contribute to social and economic aspects of living.

Background

Functional city has to be integrated in every aspect of it. Research in the world shows that mobility is one of the main indicators for integration and well functioning of the city and it includes:

People - City - Transport - Environment, or as per Agenda 21 - Sustainable Mobility.

Sustainable mobility is a long-term goal of every city, but achievement is the subject of precise and practical measurable objectives for mobility and integration of the city.

Communication between parts of the city of Prishtina must to be the aim and objective of its planners, having in mind the welfare of citizens and its overall functionality as the city. The city of Prishtina has to breathe as one.

This is very important for the citizens of every city in the world, pupils, students, retired people and older population, businesses and visitors. This is so important for the city attractiveness, which is a condition for sustainable development of the city.

Pristina with its urban parts is rapidly developing, growing and spreading around so quickly that often is associated with problems, negligence and challenging in daily life.

With this case study research of the neighbourhood of Calabria toward Integration in the City of Prishtina through its mobility as indicator we tend to identify problems and opportunities for better

communication and integration of the neighbourhoods of Pristina, initially of Calabria, Lakrishte, Ulpiana, University Centre and also other parts of the city.

Visitors – that are approaching the city of Pristina through Bus Station, as a major point of mobility, are challenged since they have only one option to approach the city and that is to walk through the highway. This comes in absence of public transport from bus station to city centre and no proper walkable access to the city centre or other parts of the city of Pristina. The city of Pristina is not welcoming its visitors because they have to use cars/taxis for accessing other parts of the city as the only option, which also contributes to pollution, is risky and environmentally degradable and not sustainable option at all.

Students - coming to Pristina as University City through the Bus Station, have to put their lives in risk when having to cross the six (6) lane highway in order to commute to other parts of the city where they live since this is the only option in absence of other city public transport means.

Pupils, citizens, workers, and other members of Calabrian neighbourhood – this large community is challenged daily when attempting to fulfil daily tasks, such as going to schools, workplaces, accessing the city for other services or for leisure and recreation purposes. All of them have to cross the six-lane highway, divided physically because of Dardania elementary school, which also leads to the University centre. It remains challenging and dangerous for their lives every day!

City of Pristina, from the main welcoming point to the city, the main city bus station, isn't welcoming to its visitors, inhabitants ... and this is an important indicator while the intention is to make Pristina attractive, functional, green and sustainable. Nowadays this is NOT a city and is not planned to be one!

I.I. Aim of research

The aim of this research is to list problems and solutions related to mobility for Calabria and Dardania neighbourhoods, in the context of

their integration with other parts of the city of Pristina, the city centre, other institutions and services in the city. Solutions would be listed as per tending to achieve Urban Sustainability of the City of Pristina, its attractiveness and competitiveness with the other cities in the region, and thus become integrated, green and environmentally sound.

This would be achieved via confirmation of the hypothesis, findings from the different aspects of analyses: legislation, planning, statistics and interviews with daily commuters of these neighbourhoods, being students, ordinary passengers, entrepreneurs, children, pupils, etc. All of these would direct to the list of recommendations for a better integration of Calabria neighbourhood within the city of Pristina.

I.II. Hypothesis

Calabria neighbourhood is not fully integrated with other parts of the City of Pristina. Missing safe, sound, integrated, functional, sustainable mobility as per the Theory and principles of Urban Sustainability.

Local Planning Documents are NOT setting the measures, directions, and practical actions in a sense of improvement of accessibility/mobility of citizens/users of Calabria neighbourhood toward other parts of Pristina.

Inhabitants of Calabria neighbourhood (families living in, businesses and visitors, passengers) are in danger on daily basis while crossing the national road N2 that connects Calabria and Dardania neighbourhoods with other neighbourhoods of Prishtina.

I.III. Methodology

This qualitative research is aimed to confirm the sustainability of the City of Pristina through its mobility as part of the urban integration.

Research Aim

Through this research we would like to confirm and list problems for mobility and disintegration of the city of Pristina by national roads, being passed by citizens of other city neighbourhoods.

Solutions, findings and recommendations will be offered to the municipality of Pristina officials and the Ministry of Infrastructure.

Hypothesis

The research began with the hypothesis concerning the “City of Pristina and its internal disintegration – in the case of Calabria and Dardania neighbourhoods – and concerns related to mobility.

Data analyses - are composed of two parts: I) Theoretical part/ desk research; and, ii) Practical part.

Theoretical part of the research is conducted through the Analyses of the Kosovo Legislation Framework; Analyses of Planning Documents, local ones for the municipality of Pristina for two neighbourhoods, Calabria and Dardania, and other Strategy documents from the Ministry of Infrastructure for the same neighbourhoods; allocated budget for 2011 at both levels for Pristina city region regarding the improvement of the state of mobility within these two neighbourhoods; Statistics from the Regional Traffic Police.

ii) Interview analyses of 45 interviewers from three major focus groups: families, businesses and ordinary passengers

Findings

Research findings would provide the conclusion toward confirmation of research hypothesis set in the beginning of the research work about the concern related to integration of the City of Pristina in the case of Dardania and Calabria through mobility as an indicator.

Conclusion and recommendations – the foremost important part of the research, where the solutions to the problem are set, measures are listed and prioritized.

a) THEORETICAL DATA ANALYSES

Analyses of Kosovo legislation regarding roads and traffic, the Constitution and other laws regulating mobility issues in Kosovo cities;

Analyses of Urban Regulatory Plans for Calabria and Dardania neighbourhoods made by the municipality of Pristina;

Analyses of the projects/infrastructure/transport for Calabria and Dardania neighbourhoods as foreseen by the municipality of Pristina and Ministry of Infrastructure;

Analyses of the statistical data from the Regional Traffic Police of Kosovo;

B) - PRACTICAL DATA ANALYSES

Analyses of the data from the Interviews;

Interviews with 15 families/households living in Calabria neighbourhood;

Interviews with 15 businesses,

Interviews with 15 passengers, passing the road N2;

II - Data Analyses

III.I. Analysis of Kosovo legislation on roads and traffic

This chapter will include analyses of the legislation in Kosovo and of the budgets set by the Municipality of Pristina and Ministry of Infrastructure, as main stakeholders for this research topic.

With these analyses we tend to highlight legislative obligations for both central and local government levels, in an attempt to achieve efficacy and citizens' security in different forms of mobility including traffic, pedestrians or drivers, inhabitants of neighbourhoods, and other travellers and passengers coming to the Main City Bus Station and continuing their access to the city.

Laws are analysed whether they were implemented in the aspect of human security, legitimate right of every society in this globe.

Access is depending first of all from the Physical Infrastructure in place, traffic and transport. Access is about mobility as a precondition or indicator for Sustainable Urban Development and Integrated City.

Legislation analysed includes:

Constitution of the Republic of Kosovo;

Law Nr. 2003 / 19, Law on work security, safety and protection of the employers health in the work place;

Law Nr. 02/L-70, Law on Road safety;

Law Nr. 2003 / 11, Law on Roads,
Law Nr. 03/L-040, Law on Self Governance;

II.II. Constitution of republic of kosova

Starting from the preamble of the Constitution, we have to guarantee civil rights, freedom and security, the right to life. As far as child safety is concerned, according to Article 50, shall be deemed to have the "right to protection and care necessary for their well-being "

Conclusion: The civil rights guaranteed by the Constitution should be applied in practice everyday, translated to concrete measures and actions by stakeholders in local and central level.

II.III. Law no. 2003/19, law on work safety and protection of the employees health in the working place

According to the Law on occupational safety, health and work environment, the employer should initially think about the safety of workers. While doing the research it has not being found any case of organised collective transportation of workers or transportation across the road N2.

Preamble: "Dedicated to the creation of a state of equal citizens, which will guarantee the rights of every citizen, civil freedoms and equality of all citizens against law";

Article 25 [Right to Life] / 1. Each individual has the right to live.

Article 29 [Right to Liberty and Security] / 1. Everyone is guaranteed the right to freedom and security.

Cases of injury on roads during working hours are not anymore subject nor absence of efficiency of health/accident insurance for workers who risk their lives every day by crossing the national road N2 despite the fact that this risk is twice higher during working day.

Conclusion: In present and future, it is necessary to monitor employer's liability and provide opportunities for job safety, safe departure and arrival and take responsibility over it. On the contrary we would be faced with

a decreased quality of working conditions, unrespect for rights and responsibilities of workers, while still aiming to have more safer, more competitive and more integrated city.

II.IV. L Law Nr. 02/L-70, Law on Road safety;

This law defines the main basis of mutual relationships and attitudes of participants and other entities in road traffic, the basic conditions to development of road, ... According to Law bound legal requirements, Pristina municipality and the Ministry of Infrastructure have to coordinate measures and actions to prevent problems, mitigate risks as well as to provide more security for citizens in the neighbourhood of Calabria and other passers-by.

Conclusion: The law should serve as a checklist for implementation of concrete projects as concerning construction and operationalization of road traffic safety. Concrete measures and actions should be listed and implemented as to prevent, mitigate and eliminate problems associated with road traffic safety.

II.V. L Law Nr. 2003/11, Law on ROADS,

This law defines the responsibilities of authorities dealing with roads, split of responsibilities at local and central level.

Conclusion: This law should regulate the problems and daily obstructions, by missing/lack of coordination that leads to the failure of project, measures and actions in terms of regulating the roads and others associated to them. The failure has been proven of the section 9.1. by the municipality of Pristina, in case of non-alignment for the award of public land, alongside the N2 national road, as for bypassing of the road for pedestrians. Funding therefore provided was then withdrawn¹. This due to lack of "Public" property for construction of stairs...!

Raiffeisen Bank in Kosovo, 2011¹

Conclusion - part II

Based on the analysis of the legal framework in Kosovo, the constitution and the laws deriving from it, fulfilment of the rights and obligations regarding health and safety conditions for the citizens of Kosovo is based on the following:

The right to freedom and security of citizens is guaranteed by the Constitution of Kosovo, while in the case of Calabria neighbourhood, the rights to safe life and security of citizens can be said that is violated. The fact consists that crossing the N2 national road daily, as the only way, is dangerous to the lives of the citizens when going to schools, universities, etc. The risk is very high and permanent for other passengers and drivers, too.

Failure to comply with such conditions belongs to Pristina Municipality and the Ministry of Infrastructure. The fact that the responsibility over national road belongs to MI does not make Municipality of Pristina officials less responsible to take part on finding a proper solution for the road that merges/divides Calabria and Dardania. Missing institutional coordination, not prioritizing the safety of citizens is to be remarked and punished moreover.

With respect to liability of employers, provision of security for employees at work, going to and coming back safely is of great importance too.

Accordingly, the Law on Roads in the case of Calabria neighbourhood is not particularly applied as per paragraph 9.1. by the Municipality of Pristina.

III. Analysis of spatial and strategic planning documents: munic. Pristina and ministry of infrastructure;

Urban Regulatory Plans for Calabria and Dardania neighborhood; Multimodal transport STRATEGIC DOCUMENT 2012-2021

In this chapter were analysed spatial and strategic planning documents of Munic.of Pristina; regulatory urban plans of Calabria and Dardania, as well as multimodal transport Strategy Document for the period from 2012 to 2021. This was conducted with the aim of handling the evidence obtained and obligations arising from the planning documents

related to the city of Prishtina in terms of integration of the entire city of Prishtina.

III.I. Analysis of urban regulatory plans for the neighborhood Calabria and Dardania

In both these Urban Regulatory Plans, measures and actions do not appear to offer access to safe and easy road crossing from one side to another. The only access is a cross between two neighbourhoods and the bus station underpass, which is not used by numerous passengers due to its long distance from the flux of or where the biggest need to cross the road, is. The following picture shows the current situation of these two neighbourhoods of Prishtina, Calabria and Dardania neighbourhoods.

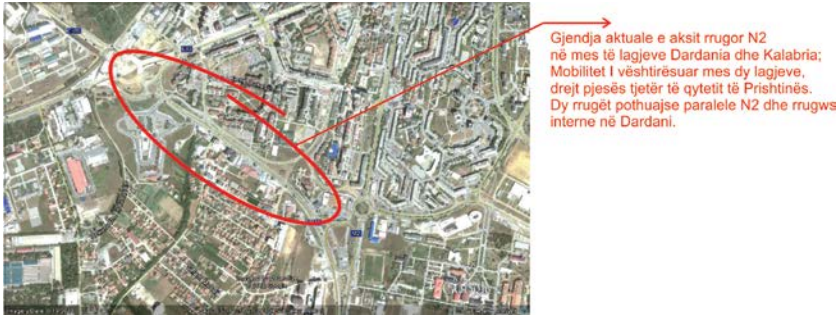


Fig. 1. Part of the N2 national road that separates Calabria and Dardania neighbourhoods

III.II. Urban Regulatory Plan of Calabria

Quarter "Calabria" as per Strategic Urban development of Prishtina 2020+, provides that the total number of inhabitants will be about 35 000, with 8855 dwellings, while characterized as mixed urban area, which has Fig. 2.

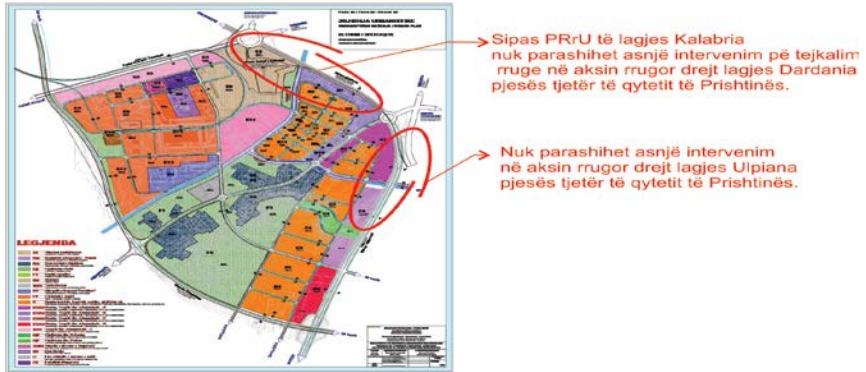


Fig. 2. Urban regulatory plan of Calabria neighbourhoods

Urban areas: A + B, business and residential (P +4 - P+12) P ii) C, mixed housing and trade areas (P+3 P - P +8); iii) D, mainly residential (P +2 - P +6) economic etazhitet P +1 and v) F entirety destined for urban greenery.

III.III. Urban rregulatory plan for Dardania -

Major weakness of Urban Regulatory Plan of Dardania neighbourhood is its non-coordinative approach to other neighbourhoods' plan, Calabria neighbourhood. There is ignorance toward the obvious need for integration and mobility planning of other neighbourhoods in order to make those parts of the city, and the Pristina city centre, accessed in a safe and easy manner.

With URP of Dardania neighbourhood, there are only reaffirmed specifics of the previous plan called "Detailed Urban Plan", with no new studies for new problems emerging after two decades.

The development of new and rapid neighbourhood does not provide solutions for integration with other city neighbourhoods, where mobility is a key indicator for a liveable and a functional city.

In the broader context, needs of neighbourhoods, as well as the city itself, are far from providing opportunities for more efficient mobility, easy access and safety for residents.

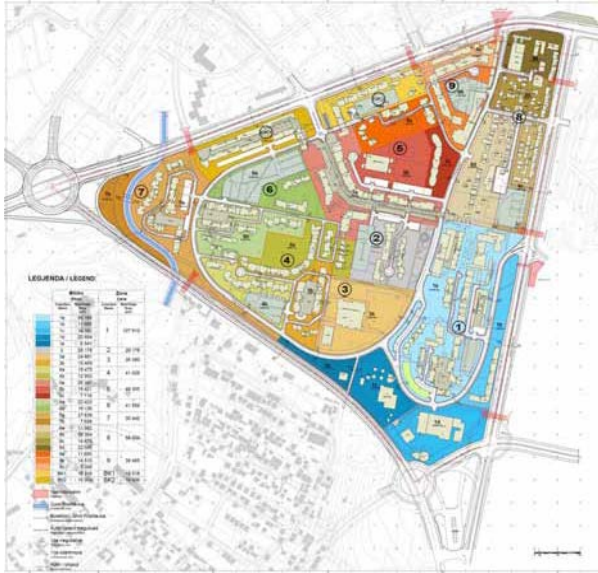


Fig. 3. Urban Regulatory Plan of Dardania

This is based on common needs for mobility, taking into account current trends of development, increased number of vehicles, number of students, need for passage through Dardania neighbourhood to bus station, increased number of students in private homes and their needs for increased movement to the city centre, new commercial recreation sites which only confirm current problem. With the Regulatory Plan of Dardania, all measures are presented as recommendations and not as specific projects, divided into stages and implementation phases. Regulatory Plans serve only for construction permits and do not plan the general development of space, thus fulfilling only a legal formal obligation.

13. Traffic and Transportation

General recommendations:

- *Build relationship with the neighbourhood of Calabria, the pedestrian underpass near Heating (Zone between 1c and 1e). Movement of pedestrian underpasses is planned near the bus station, which is a significant attendance of passengers, which would enable the integration of the new system of urban road and rail transport.*

Areas of the city's main streets with sidewalks

- *Roads of category I - I: Roads with 4-6 lane roads are the main passage urban service and the city ring roads with heavy traffic.*
- *Category II roads - to: roads with 3-4 lanes are roads that separate switching residential neighbourhoods of the city from each other.*
- *Category III roads - to: Roads are 2 ways of passing lane internal to residential neighbourhoods.*
- *Roads IV category - to: roads with 1-2 lanes are crossing roads internal to the housing blocks.*

Tab.1. Recommendations from the URP dardania

III.IV. Strategy for multimodal transport 2012-2021, Ministry of Infrastruktura

According to the strategic document of the Ministry of Infrastructure Transport Multimodal - 2012-2021

Objective 1: Integrate with Pan European corridors

Objective 2: Improve the Quality of Service (Establishment and regulating the provision of conducive environment to maximize and improve the quality of transport services).

Objective 3: Improving Traffic Safety (Improvement of traffic safety, ensuring protection of the environment).

Objective 4: Cooperation with International Organisation (membership of Kosovo and international organizations in the field of transport)

Objective 5: New functional implementation (sufficient human resources, motivated for the transport sector)

Conclusion - part III

According to the analysis of Regulatory Urban Plans of Calabria and Dardania neighbourhoods it can be concluded that neither of these two regulatory plans take into account the priority of the connection between the two neighbourhoods, integration with each other in terms of integration with the city of Pristina.

It can be concluded that in both cases the plans are not coordinated. Plans are done in separate ways considering as island in urban areas and

not taking into consideration mobility as the key factor to functionality of the city, and sustainable urban development.

According to the strategic planning documents of the Ministry of Infrastructure two of the four strategic goals deal directly with plans for improving the quality of transport and road safety.

IV. - Data analysis from the regional traffic police, for 2012

In this chapter were analysed the relevant data from the Regional Traffic Police, in 2011. Based on some previous interviews conducted by the institute for advanced studies at GAP, the major problems in traffic are:

One out of five key issues of Pristina are: traffic, lack of water, maintenance of collective housing, lack of green spaces and unsightly appearance of the city. "One of the problems faced by the citizens of Pristina daily is traffic. Number of vehicles often causes chaos in Pristina entries, especially in the peak hours. Greater turmoil caused especially at the 'Circle' in Veternik, which leads to the 'Circle' at Sunny Hill and the junction on the road to Besianë, near Mosque Lab". According GAP institute the cause of these problems are also institutions dealing with this issue, the Municipality of Pristina and the Kosovo Police, while they continue to blame each other for the chaos in the city.

According to concerns raised by citizens and their expectations after the edited news in RTK dated 06/11/2011, disappointment was very big about non-investment on either the under or over pass on the N2 road. Report highlights the concern of citizens "for parents and children, this road N2 is a nightmare". Moreover the RTK report concluded that: "This route presents a great danger to all citizens, regardless of age".

According to data from the Traffic Police for 2011, it can be concluded that number of road accidents on the road exploring N-2/Veternik include data which are 3 times, respectively 6 times larger than at the axis in Fushe Kosove while the Pristina – Fushe Kosove is respectively 1.5 times larger than that in the hospital district. Therefore, it can be concluded that the greatest number of accidents in 2012 happened on N-2 road.

| | |
|----------------------------------------------------------------|----------------------|
| Accidents officially registered by the traffic police for 2011 | |
| Road from Pristina-to Kosovo Polje | 32 traffic accidents |
| Road from Kosovo Polje – to Pristina | 15 traffic accidents |
| Veterinik | 94 traffic accidents |
| Hospital district | Traffic accidents |

Tab2. Statistical data from the traffic police for 2011

Conclusion – part IV

It can be concluded that the level of risk in the axis between Calabria and Dardania neighbourhood is extremely high, about three times higher than in Veternik axis, six times larger than the axis in Fushe Kosovo and Pristina and Fuse Kosovo as large as 1.5 times larger than that in the hospital district.

V. Analysis of data from questionnaires

This chapter elaborates findings from interviews with Pristina citizens living in Calabria and those working or just passing by the neighbourhood. Three focus groups with a total of 15 members were conducted with a total number of 45 respondents: •

- 15 families or households,
- 15 businesses,
- 15 pedestrians

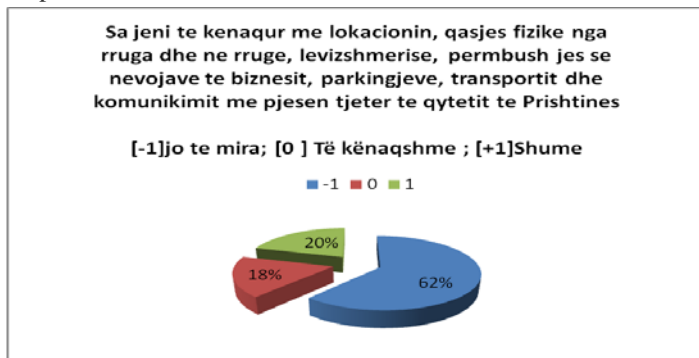


Fig 4. Physical access to and from the road, fulfilling the needs of business

Questions on the form were dedicated to their opinion and experience on their welfare and safety in relation to access to their homes, work places, schools, nurseries, while as well as city centre for performing other services, possibilities to access the city centre of Pristina, risk of crossing the road etc. How satisfied are those who have access to and from the city, that afflict them in this respect, their opinion and recommendations are presented in the graphs shown.

The majority of respondents respectively 62% are not satisfied with the location where they live, work and operate, in terms of mobility, access, to and from the road. Risk and difficulty to access other parts of the city from the neighbourhood of Calabria to Dardania, the University Hospital and the City centre is evident.

Their dissatisfaction, permanent risk and challenges in the organization to perform tasks outside of their neighbourhood are clearly evident. Regarding businesses there is no advantage to this location at the moment, while it is also categorized in extremely bad condition for entrepreneurship in terms of communication and mobility. Most business owners hope that in future it will be a positive development in terms of meeting the conditions for movement, as a precondition for their business activities. Only 18% were expressed in mean response, while 20% were expressed as satisfied and that mainly come from the business sector. This advantage lies in urban further communication as their businesses are next to the main road crosses to other cities.

Most of the respondents were present during accidents, which are frequent. Some of them have family and accidents on this road make them feel terrified.

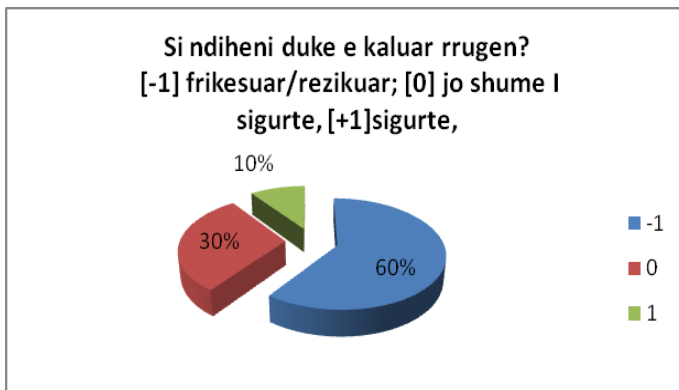


Fig 5. Physical access to and from the road, psychologically

All respondents are required at least once a day to pass the national road N2, which is difficult and dangerous. People cross the street, to perform all their daily needs for work, school, shopping and numerous visits or access to the centre of Pristina.

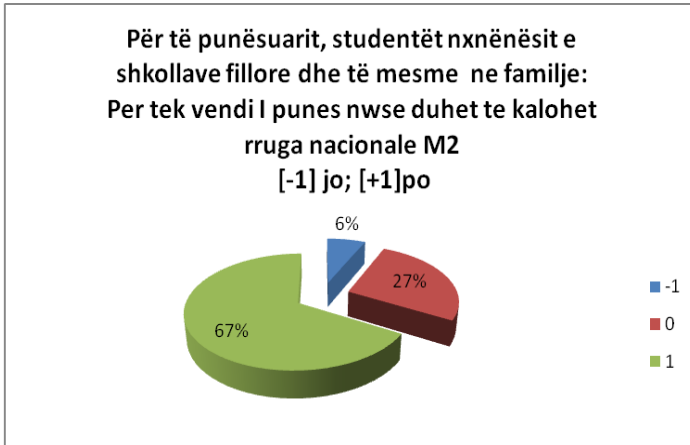


Fig 6. Physical access to and from the road for pupils and students

Most passers-by said they do not feel safe, have a sense of fear, uncertainty and risk. Passers-by say that this is the very fact that explains how the National crossing remains a big problem.

They complain about the lack of zebra crossings, lack of public transport. Also lack of lights on the street is another indicator of road safety and is addressed as a concern for residents of Calabria.

All respondents have children who need to cross the regional road in order to go to school. To go to the nursery it is necessary to go through regional road crossing. Even though their parents escort children, the risk is not reduced.

Transport modes are different but mostly they walk or use cars, which causes the heavy traffic. The biggest problems are dense and heavy traffic, high speed, and sometimes insecurity and carelessness of drivers. Employees, students, pupils of primary and secondary N2 cross the road on foot.

The problem is also little child safety while cargo traffic is usually allowed on city roads, and lack of traffic lights is evident, too. Most businesses are big businesses located right beside the national road since

they don't see development opportunities in their local communities in the near future, due to numerous problems regarding mobility, parking, while most employees still use cars as the main transportation mean. Business owners complain that workers do not arrive on time at work due to heavy traffic.

The opinion of the majority of respondents from all three groups was that Calabria neighbourhood is integral part of the city of Prishtina, feeling it, wanting it, even though it has various difficulties to access on daily basis and it seems as not being part of the city!!!

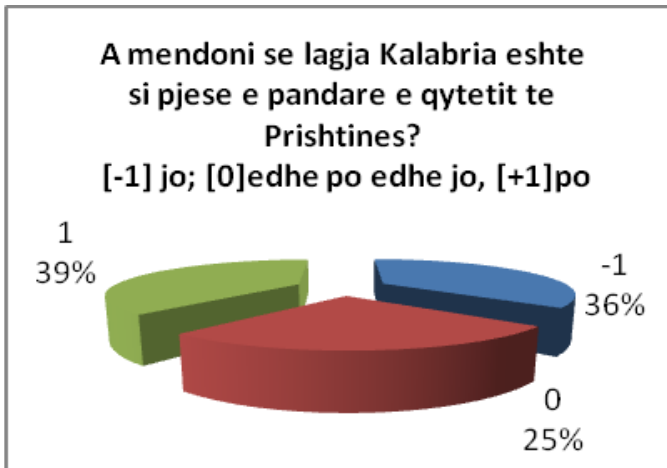


Fig 7. Physical access to and from the road, mobility

Conclusion - part V

All respondents have passed N2 national road that separates Calabria and Dardania neighbourhood on foot, while crossing it is difficult and dangerous. No one from the passer-by feel safe crossing the road, and all have a sense of fear, uncertainty and risk. Passers-by say the mere fact of being a national road explains the huge problem of crossing it on foot where there is no marked pedestrian crossing.

Almost all residents have to cross the road to go to the work, school, as well as students to their faculties, some with cars and some on foot, as there is no public transportation to other parts of the city of Prishtina.

Traffic load is high. Mainly traffic is heavy transportation vehicles carrying industrial materials, very dangerous to deal with them when

one is a pedestrian. Mobility to other parts of Pristina is at times incomplete and difficult.

As the only way to the city is on foot there is lack of public transport to Dardania neighbourhood and other parts of the city of Pristina. Opinion of the majority of respondents was that Calabria is NOT part of town, but wanted to become and wanted to feel that Calabria is. They feel that it should be part of the metropolitan city of Pristina, although the current access is very dangerous and difficult.

VI. GENERAL CONCLUSIONS

This chapter encapsulates findings of all analyses, from five groups of conclusions: i) Conclusions derived from the analysis of the legal aspects of Kosovo, the obligations arising with regards to road safety aspects; ii) Conclusions derived from the analysed documentation of local and central planning, URP's of Dardania and Calabria neighbourhood, as well as of Strategic Multimodal Transport Document of the Ministry of Infrastructure; iii) Conclusions from traffic safety statistics for the year 2012; iv) Conclusions from the analysis of findings by interviewing family members, bystanders and businesses in the city of Calabria neighbourhood in Pristina.

C2 - the Constitution of Kosovo guarantees the right to freedom of movement and security of citizens initially, while in the case of neighbourhood Calabria, the rights to life and security of citizens can be said to have been violated.

C3 - Urban Regulatory Plans in Pristina are not coordinated, not having the priority parameter of mobility, obstruction to sustainable development, by which the city of Pristina is not well integrated.

C4 - The level of risk in the axis between Calabria and Dardania neighbourhood is extremely high. Risk of life, being resident citizen, driver or passer-by is 3 times higher than in the Veterinik axis, six times larger than axis in Fushe Kosovo and Pristina Fushe Kosovo and 1.5 times as large compared to the hospital district.

C5- Respondents challenge the anxiety over N2 National road that separates Calabria and Dardania neighbourhood; the transition is difficult and dangerous, with fatal consequences for their lives. Traffic

load is very high and mainly traffic is heavy transportation vehicles carrying industrial materials, very dangerous to deal with them as pedestrians. The opinion of the majority of the respondents was that Calabria is NOT an integral part of the city of Prishtina, although they would like to be.

VII. RECCOMENDATIONS

In this chapter are listed all recommendations from the conclusions, by which we aim to improve the actual situation on the ground, in the neighbourhood of Calabria.

First recommendations would go to the municipality of Prishtina and Ministry of Infrastructure, Traffic Police, Civil Society;

R1 – Responsible parties for axis between Calabria and Dardania neighbourhood, Ministry of Infrastructure and the Municipality of Prishtina, should respect the constitution and the laws in force, which may become their in practice “Action Plan” as well as checklist of their activities. Institutional coordination should be compulsory for the benefit of citizens. Prishtina Municipality should give contribute more, **although** the road is the national ranking but at the same time is a way of uniting / dividing the two main neighbourhoods in the city. This will contribute to the security of its citizens **and** the attractiveness of the city towards a Sustainable Urban Development.

R2 - Municipality of Prishtina should make the main *priority* its city integration, security and attractiveness of the city towards a Sustainable Urban Development. Municipality of Prishtina should seriously engage in genuine urban planning, **in more** professional, analytical and critical approach **and take into consideration** current situation of the city as well as measuring the actual needs and requirements of it. Good planning is half of the success of Urban Development of Prishtina.

Municipality of Prishtina should consider capacity building of its staff as an indicator for the sustainable city development, monitor urban mobility with all its settings, which should be an instrument for the integration of Prishtina.

R3 - Municipality of Pristina should be alarmed by the data about number of accidents of its inhabitants within the city as a result of not providing the necessary conditions for life and work; the basic urban safety conditions.

The measure is recommended to Regional Traffic Police in the sense of monitoring key points in such as monitoring of road safety, children, elderly people and everyone else in need.

R4 – Pristina Municipality should be concerned about opinions of its citizens and their expressions like “Calabria is NOT an integral part of the city of Pristina”, although they would like to be.

R5 – It is recommended that the Municipality of Pristina organize Open International Competition for Development of Pristina and NOT tender it to companies without any long-term solution.

Project idea of underpass for cars came from the residents, pedestrians and users of Pristina city, while N2 national road access was entirely in the underground tunnel, starting from the junction up to Veterniku.

This solution would exit the labyrinth of unresolved non-integration of the city's citizens and not security. Results of this intervention would contribute to: everybody's safety, integration of neighbourhoods, economic development, increased value of real estate in Calabria neighbourhood for 30%; over 50% of space underpass will be free for commercial activities; 50% of the space on the underpass will be green and free for recreation and resting areas for citizens. This will reduce environmental pollution, as one of the conditions for integration in the European Union.



References

- EC for Communities, 2009, *"Action Plan on Urban Mobility"*, Brussels;
- Williams K., *"Spatial Planning, Urban Form and Sustainable Transport: An Introduction"*, Oxford Brookes University, UK;
- Florida, 2002, *"The rise of the Creative Class"* .
<http://www.creativeclass.org> ;
- Gribben, A., 2003, *"Certifying vocational skills in Kosovo: establishing first institutions"*, European Training Foundation, -Prishtina;
- Landry, Ch., 2000, *"The Creative City - a toolkit for urban innovators"*. Earthscan publications Ltd, London;
- Ministry of Infrastructure, 2012, *" Strategic document for Multinodal transport 2012-2021 and Action Plan 2012-2016"*, Prishtina;
- Municipality of Prishtina, 2004, *"Strategic urban development plan of Prishtina - Prishtina 2020 +"*, Prishtina.
- Nicolas J.-P., Poimboeuf P., *"Towards Sustainable Mobility Indicators-Application to the Lyons conurbation"*, Laboratoire d'Economie des Transports, Lyon- France.
- Newman P.W.G., and Kenworthy J.R., 1989, *"Cities and Automobile Dependence"*. An International Sourcebook, Gower;
- Pei L., 2011, *"Behaviors on Intra-urban Residential Mobility: A Review and Implications to the Future Research"*, Institute of Real Estate Studies, National University of Singapore, Singapore
- Institute for Advanced Studies GAP Prishtina., 2009, *"Municipal Report"* ; Prishtina;
- Municipality of Prishtina, 2010, *"PRru për lagjen Dardania"*, Prishtina;
- Municipality of Prishtina, 2010, *"PRru për lagjen Dardania"*, Prishtina;
- Rupprecht Consult, 2005, *"Sustainable Urban Transport Plans (SUTP) and urban environment: Policies, effects, and simulations"*, Final Report, Cologne, Germany;
- Rupprecht Consult and partners, European Commission, DG Environment, 2007, *"Sustainable Urban Transport Planning SUTP Manual • Guidance for stakeholders"*, Brussels;

Kosovo Traffic Police., 2011, "Yearly statistics 2011", Prishtinë;

European Commission, 2007, "*Sustainable Urban Transport Plans Preparatory Document*", Luxemburg;

Van den Berg, L., at al 2003, "*The student City: Strategic Planning for students*". Communities in EU cities. Research abstract, EURICUR, Rotterdam: <http://www.euricur.nl/themes/studentcity.htm> ;

Van Winden, W. van den Berg, L., 2004, "*Cities in the knowledge economy: neë governance challenges*", Euricur, Rotterdam;

Vande W. S., Steenberghen Th., "*The use of indicators for integrated spatial and mobility planning in European cities*" , Spatial Applications Division, Leuven;

Zukin, Sh., 1995, "*The Culture of Cities*". Cambridge Massachusetts, USA

Breheny M., 1992, "*Sustainable Development and Urban Form*", Pion Ltd, London.

De Roo G., and Miller D., 2000, "*Compact Cities and Sustainable Urban Development*": A Critical Assessment of Policies and Plans from an International Perspective, Ashgate, Aldershot;

Docherty I., and Shaw I., 2003, "*A New Deal for Transport? The UK's Struggle with the Sustainable Transport Agenda*", Blackwell Publishing, Oxford.

Feitelson E., and Verhoef E., 2001, "*Transport and Environment: In Search of Sustainable Solutions*, Edward Elgar Publishing Ltd, London;

OECD (Organisation for Economic Co-operation and Development), 2002, "*Policy Instruments for Achieving Sustainable Transport*, OECD, <http://www.oecd.org> ;

VIPI (Victoria Transport Policy Institute), 2004, "*Sustainable Transportation and Travel Demand Management: Planning that Balances Economic, Social and Ecological Objectives*", <http://www.vtpi.org/tm/tm67> ;

Williams K., Jenks M., and Burton E., 2000, "*Achieving Sustainable Urban Form*, E and F N Spon, London;

World Commission on Environment and Development, 1987, "*Our Common Future*, Oxford University Press, Oxford.

WRI (World Resources Institute) (2004) "*Sustainable Cities, Sustainable Transportation*", <http://www.earthtrends.wri.org/features> .