



## Project Title

Development of Programme for Road Infrastructure Development and Urban Transport

## Project Type

Infrastructure

## Project Location

Functional Area Kukës

## Total Pre-Estimated Budget

67,000 Euro (first phase)

## Project Background and Analysis

Kukës Functional Area has 122.5 km regional roads, 181 km national roads, but the precise inventory and categorization of rural roads are lacking. The road infrastructure is of poor quality, very few of the local roads are asphalted and the rest is unpaved. The most remote areas from the travel point of view are: Arren, Ujmisht, Bushtricë, Grykë Cajë, Kalis. Travel time from the centers of these communes to Kukës is about 2-3 hours, whereas the average travel time for the rest of the communes to Kukës is about 45-60 minutes.

FA of Kukës is an area with strong concentric features, where in general, interactions happen among current communes and Kukës, being the center of the FA, and very little interaction happens among the communes themselves. Citizens travel is mainly done from communes to Kukës, because of the fact that the Kukës is the centre of the Qark, and it is there, where the main public institutions are concentrated. The main means of transport are minibuses and taxis, as the urban transport is very limited, almost inexistent. This is valid for the travel within the area, i.e. among communes or between communes and Kukës Municipality. The urban transport is inexistent in communes and Kukës Municipality; this happens because they are units with small areas. There are no dedicated lines for citizens transport service from the communes to Kukës as their center. Transport in remote communes is rarer and it is done in the morning from the commune to Kukës and the return is at lunch time from Kukës to the communes.

## Main Objectives of the Project

Development of an integrated system of transport infrastructure, with the aim of facilitating the citizens' movement from the Functional Area Centre to the suburbs and vice versa.

## Specific Objectives of the Project

SO1: To improve road infrastructure and transport infrastructure

SO 2: To clearly identify road categories in the Functional Area

SO 3: To improve urban transport service through disciplining and development of a well studied movement system

# PROJECT 1



functional area programme  
**fap**

## Expected Results and Project Indicators

- R.1 Developed inventory of FA roads;
- R.2 Developed road infrastructure based on a clear intervention strategy;
- R.3 Improved road safety;
- R.4 Improved mobility of citizens movement in 15 LGU's;
- R.5 Infrastructure development based on a (cost) efficient economic system.

The beneficiaries of this programme are all the LGU's and the FA population.

The project is thought to last for a three year period, as it is conceived in the form of a programme, which could be done in two phases. The first phase will be focused on carrying on the study and the intervention strategy and the second phase will be focused on carrying out interventions in road and transport infrastructure.

The first phase cost was calculated as below, whereas the cost of the second phase can be calculated only after the first phase studies have been finalized.

The first phase cost was calculated as below, whereas the cost of the second phase can be calculated only after the first phase studies have been finalized. n transport service through disciplining and development of a well studied movement system

## Project Activities

First Phase: 1. Immediate inventory and categorization of roads considering the reconstruction in Local Government Units. 2. Compilation of road strategy on road infrastructure development of the FA. 3. Cost Calculation: It should be also taken into consideration the cost calculation on road maintenance, studied and developed by ADF, which is currently not included and cannot be included in any of the units of the FA. This would help the maximization of the funding efficiency, by enabling a plan for road maintenance and not simply adding funds only when the situation becomes alarming.

4. Study on intersections of secondary roads with main ones and especially with the motorway Milot-Morinë. In different parts, the entrances and exits are not according to required standards, which pose danger to citizens' life. 5. Detailed study on inhabitants' mobility, on their transport needs and mapping of stations for the transport means that transport the inhabitants.

Second Phase: 6. Establishment of the urban transport line for the city of Kukës, but also for the closer communes, Bicaj, Shtiçën dhe Kolsh. 7. Interventions on improvement and building of road infrastructure. 8. Establishment of Stations in the Urban and Sub-urban Areas. The project is thought to last for a three year period, as it is conceived in the form of a programme, which could be done in two phases. The first phase will be focused on carrying on the study and the intervention strategy and the second phase will be focused on carrying out interventions in road and transport infrastructure. The first phase cost was calculated as below, whereas the cost of the second phase can be calculated only after the first phase studies have been finalized.

## Project Maturity

The project is in the concept phase. Studies of this nature are completely lacking in this area.

## Financial Resources and Implementation Partners

- To be identified

The project shall be implemented by: Kukës Municipality; The Council of Kukës Qark

## Project Cost

Immediate inventory and categorization of roads 10,000€; Development of road strategy on road infrastructure development of FA 25,000€; Cost calculation on road maintenance 2,000€; Study on intersection of secondary roads 10,000€; More detailed study related to inhabitants' mobility, but also on their transport needs 20,000€