

# On Street Parking Controls

Municipality of Shkodra



CIVITAS  
Park4SUMP



Nektar Duma



# Shkodër or Shkodra general data

- 110.000 inhabitants (urban area)
- flat and compact city
- proximity to Shkodra lake
- 25 km from Adriatic Sea
- 40 km from Albanian Alps
- 90 km from Tirana ALB
- 60 km from Podgorica MNE

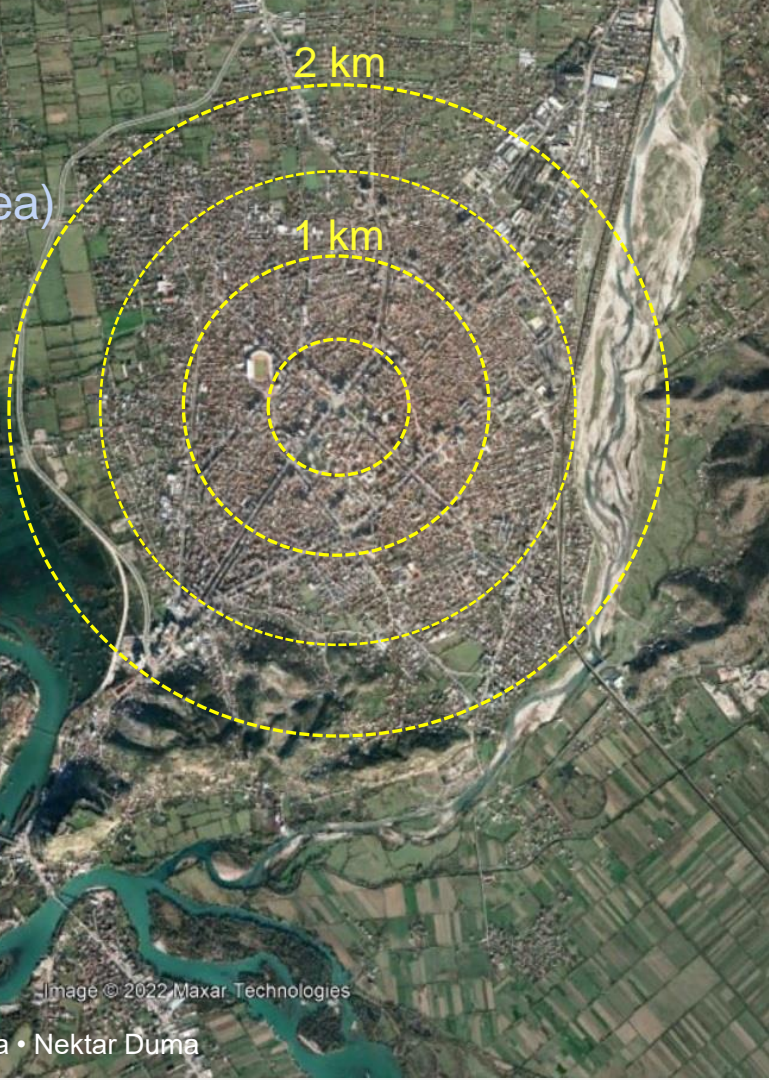


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# Shkodra

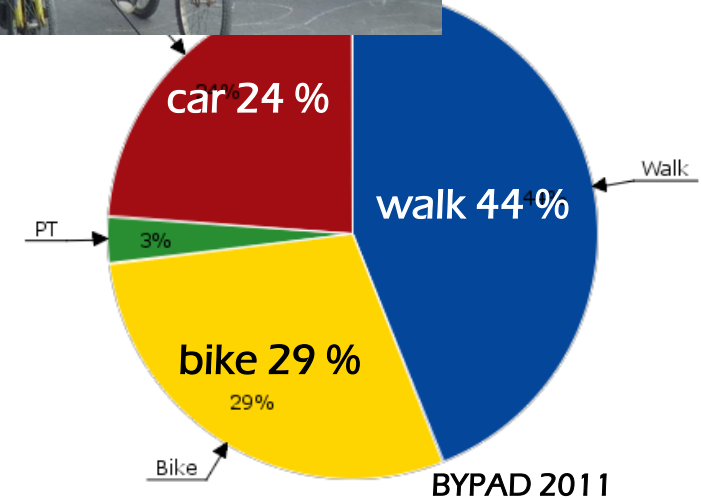
- 1 Context
- 2 Study-Plan of Traffic and Mobility
- 3 Parking Management and Enforcement
- 4 Legal and financial draft of paid parking
- 5 Conclusions

# 1 Context



# 1.Context

- Growing bike lanes
- Cars growing faster
- Parking in City Centre becoming problematic
- No significant progress in PT
- Enforcement growing weaker
- Many decisions regarding mobility were improvised



# 1.Context

- **Clash of mentalities**

Growing number of Cars

= Growing Economy / Quality of Life

Car infrastructure

= more Investments, less Management

Reducing number of Cars

= Reducing Freedom

Mobility infrastructure

= more Management, less Money

SU Mobility supporters

= Bicycle guys



**Political Crisis:** Mayor of PD vs City Council of PS



# 1.Context



2020

# 2 Study-Plan of Traffic and Mobility





## 2.Study-Plan of Traffic and Mobility

### Study-Plan of Traffic, Mobility and Traffic Lighting

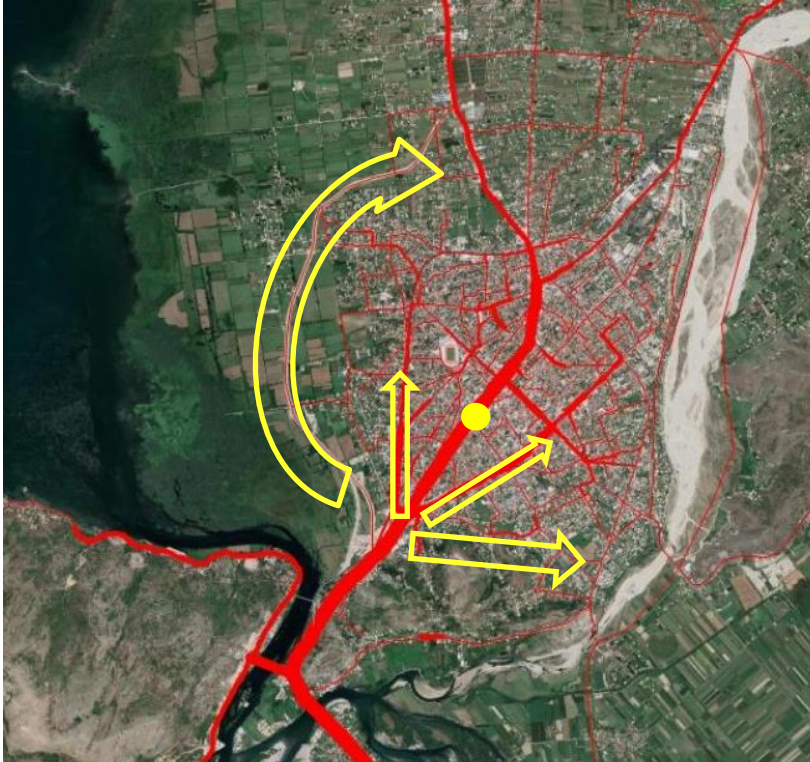


**Regulated & fluent traffic first**  
**Disciplined parking**  
**More bike lanes if possible**

**Better bicycle Infrastructure**  
**Safer pedestrian crossings**  
**Demotivate car driving**  
**Using parking as a tool**

## 2. Study-Plan of Traffic and Mobility

### Study-Plan of Traffic, Mobility and Traffic Lighting



#### Data collection

- Concentrated traffic in central axis
- Double parking very common due to wide car lanes
- Cycling becoming more dangerous

# 2.Study-Plan of Traffic and Mobility

## Redesigning Main Squares and Junctions

Parruca Square 2022



Parruca Square redesign

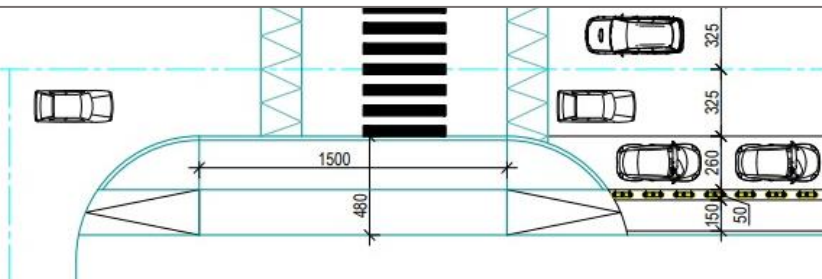
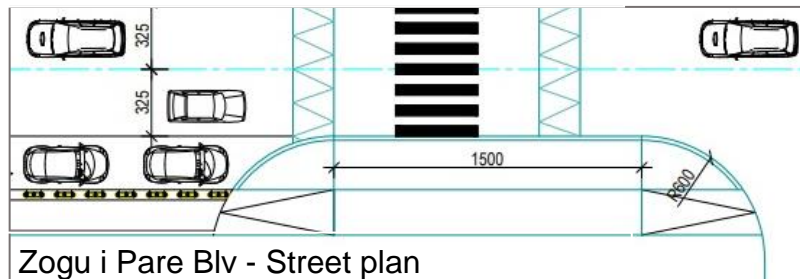
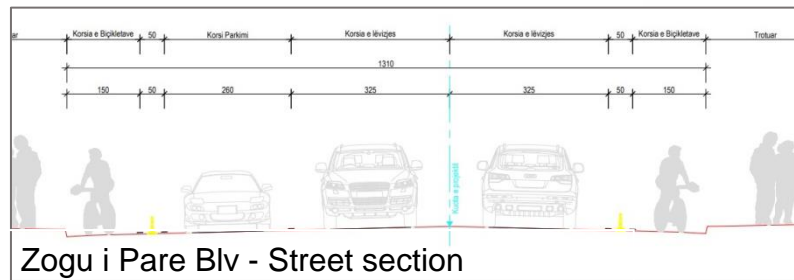
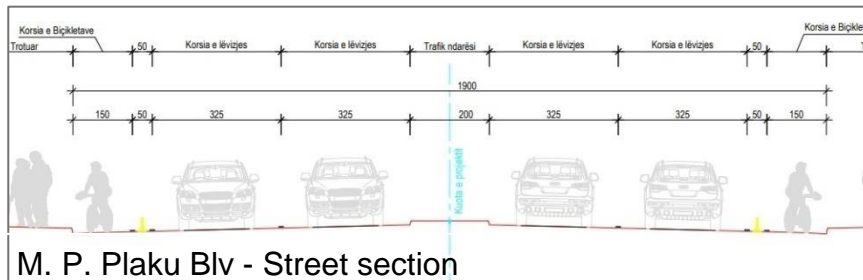


2011



# 2.Study-Plan of Traffic and Mobility

## Re-conception of the use of the main streets



**Safer pedestrian crossings**  
**Safer and better bike lanes**  
**Narrower car lanes**

**Slower traffic**  
**Reduced parking lots**  
**Easier enforcement**

# 3 Parking (design) Management and Enforcement



# 3. Parking Management and Enforcement

## Shiroka Lakeside Square



- Lakeside quarter
- Parking everywhere
- More than 150 formal parking lots
- Neglected public spaces



# 3. Parking Management and Enforcement

## Shiroka Lakeside Square

*before*



- Lakeside quarter
- Parking everywhere
- More than 150 formal parking lots
- Neglected public spaces

# 3. Parking Management and Enforcement

## Shiroka Lakeside Square

- **Parking in entrance**
- **70 parking lots total**
- **Bigger and requalified public space**





# 3. Parking Management and Enforcement

## Shiroka Lakeside Square



Shiroka (Casanova + Hernandez Architects)

- **Everybody wanted to take credit**
- **Citizens and tourists love it**
- **New perception of the same space**



# 3. Parking Management and Enforcement

## Shiroka Lakeside Square



**Shiroka returned  
to be an  
attraction for  
many citizens**

# 3. Parking Management and Enforcement

## Shiroka Lakeside Square



- Revitalized and multifunctional space
- The quarter's local economy boomed
- Still many restaurants complained for more parking lots



# 3. Parking Management and Enforcement

## Shiroka Lakeside Square



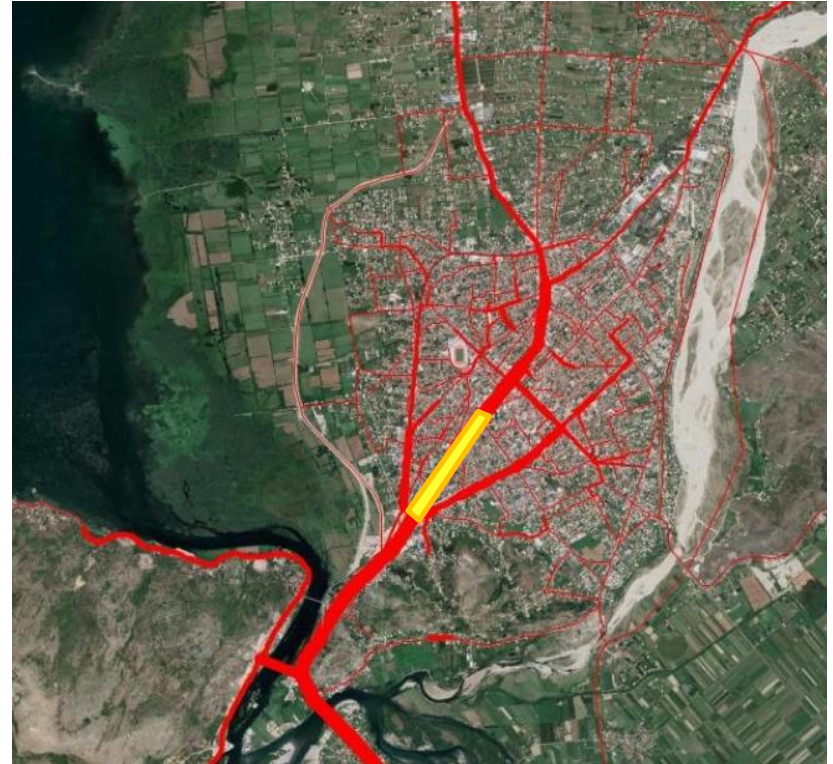
- The complaints came during the project, its implementation and after inauguration
- Park4SUMP as game changer
- Enforcement relatively easy



# 3. Parking Management and Enforcement

## Boulevardi Zogu i Parë

- ParkPAD meeting
- Defining “Zogu i Pare” as street of intervention
- Improving enforcement
- Introducing Parking management
- Improving mobility
- Requalification of the street



# 3. Parking Management and Enforcement

## Boulevardi Zogu i Parë

Double parking putting  
Cars resting for several  
More traffic less safety

- Safer cycling
- Safer pedestrian crossings
- Paid parking
- Easier enforcement
- To be realized by end of 2022



# 3. Parking Management and Enforcement

## Enforcement

- Every citizen is equal, some are more equal than the others
- Enforcement intoxicated by “VIP”-s, relatives, etc
- Illegal occupation
- Not renewed booked parking
- Duty of Traffic and Municipal Police





# 3. Parking Management and Enforcement

## Enforcement improved

- Municipal and Traffic police took action
- In Municipality square employees cannot park anymore
- Illegal occupation not tolerated
- Booked parking enforced
- Number of VIP-s reduced
- Improvement of enforcement in Zogu i Pare boulevard



## 4. Parking Management and Enforcement

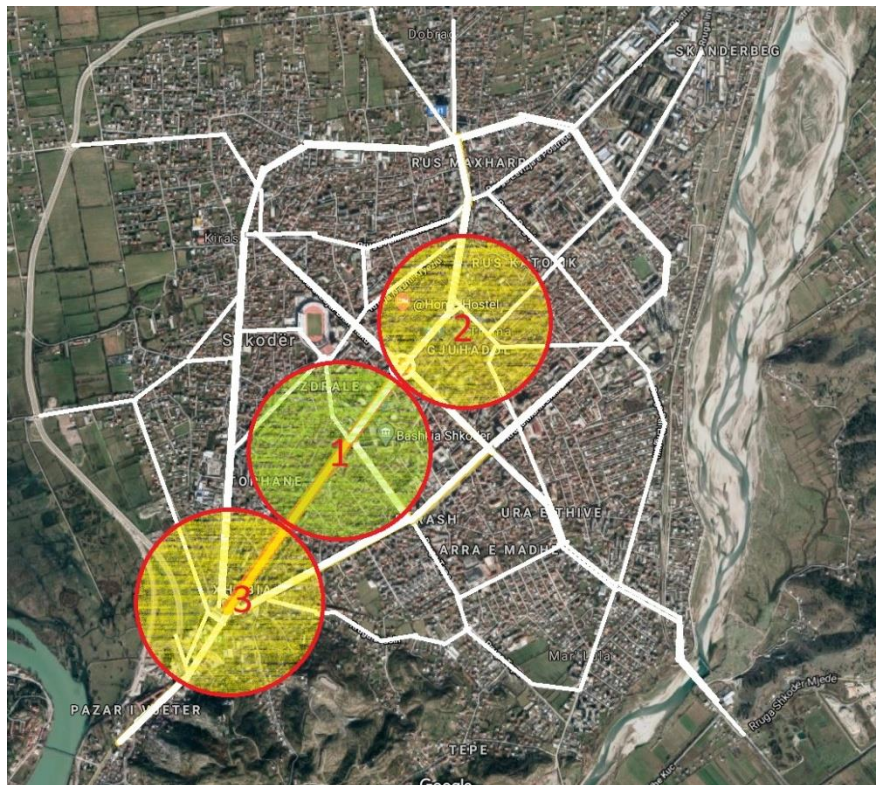


# 4 Legal and financial draft of paid parking





## 4. Legal and financial draft of paid parking



### SHESH PARKIM ZONA 1<sup>3</sup>

Vendparkim 0-3 orë	Lekë	100
Vendparkim 3-5 orë	Lekë	200
Vendparkim 5-12 orë	Lekë	400
Vendparkim >12 orë deri në 24 orë	Lekë/24 orë	500

### TARIFAT E ABONIMIT

Vetëm natën 12 orë/ditë	Lekë/muaj	5000
Parkim pa limit	lekë/muaj	8500
Tarifë për mbajtësit e kartës së rezidentit për zonat e parkimit të miratuara për rezidentët <sup>4</sup>	Lekë/vit/rezident	1200

- Prepared in collaboration with SRP- Albanian Engineering
- Still not passed in the Financial Package 2022

# 5 Conclusions



## 5. Conclusions

- 4 years marked by political crisis
- In hand two drafts to be approved in 2023 and a project ready to be financed
- Just because some things were not done today, it doesn't mean they won't be realized tomorrow





## 5. Conclusions

- Exploit parking, otherwise it will exploit you
- Change mentality and start to create allies, it will help



# Thank you

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