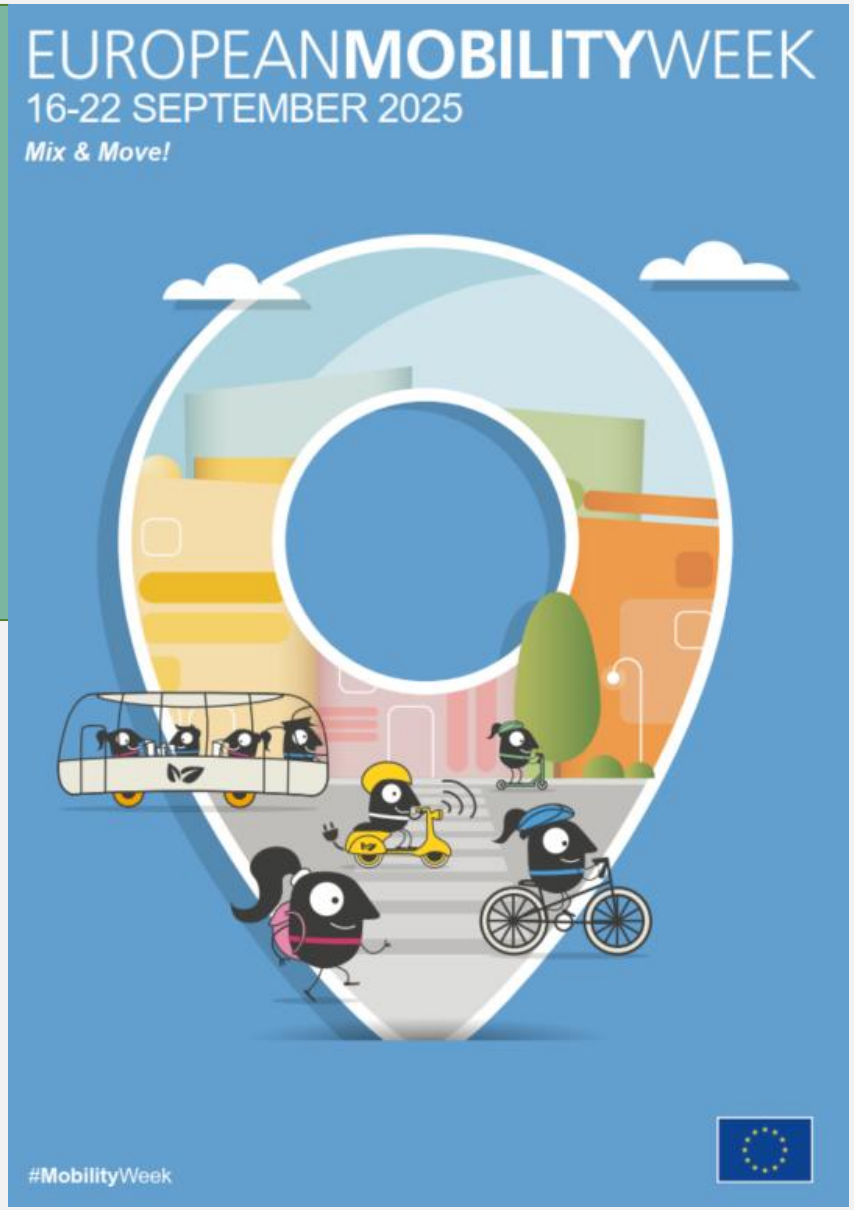
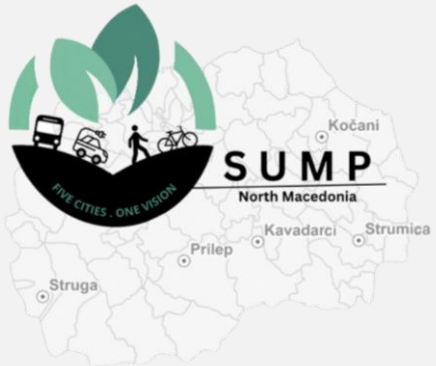
# SUMP for 5 MUNICIPALITIES IN NORTH MACEDONIA

LRCP-9034-MK-CS-CQS-A.1.1.5




Technical Assistance For Development Of Sustainable Urban Mobility Plans For Five Municipalities And Providing Training On Developing And Implementation Of Sustainable Urban Mobility Plans

**Kavadarci**, Strumica, Kochani, Struga, Prilep

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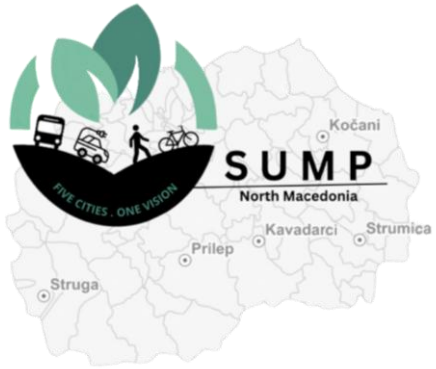


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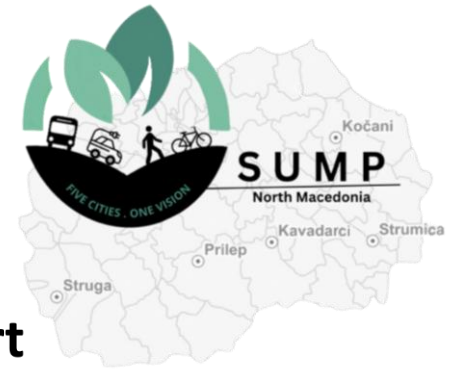
# Introduction and context



Rural

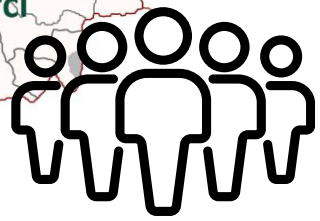
10%

3,695

90%

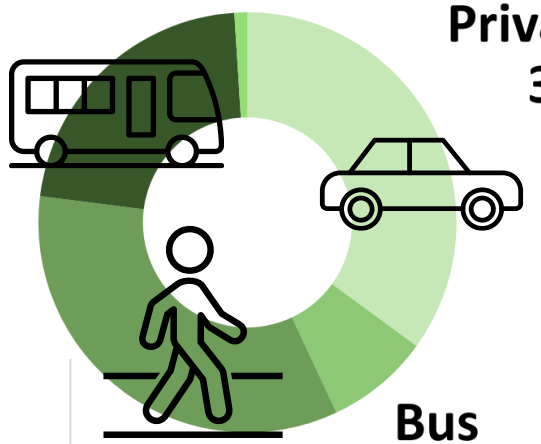
32,038

Urban



35,733

Organized Transport
22%

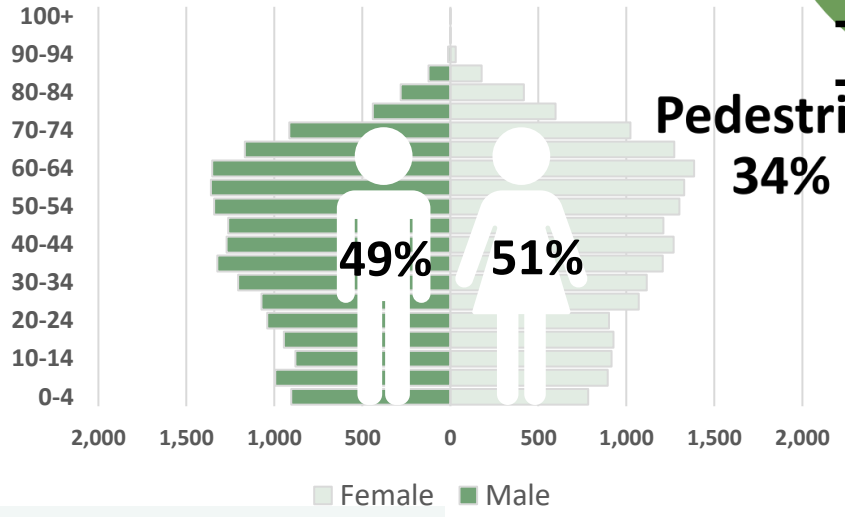


Private Car
35%

Bus
8%

Pedestrian
34%

| | Population | Households | Household Size |
|---|---|---|---|
| North Macedonia | 1.836.713 | 598.632 | 3,07 |
| Vardar Region | 138.722 | 46.793 | 2,96 |
| Kavadarci | **35.733** | **12.375** | **2,89** |

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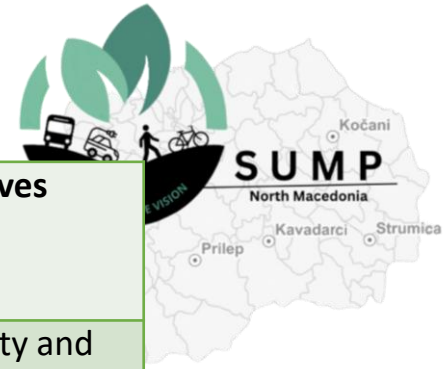
# Bullet Points - Highlights

- **High car usage (35-55%)** congestion, parking demand, pollution
- **Traffic bottlenecks**: at key junctions (**Šiška Street – Severen Blvd – 27-mi Mart Street**)
- **Parking inefficiency**: Insufficient **capacity**, **illegal parking**, high **costs**, weak **information** system.
- **Freight operations**: Affected by **road congestion**, **disorganized parking**, and lack of dedicated **logistics zones**.
- **Limited multimodal options**: no integration of freight with public or bicycle infrastructure

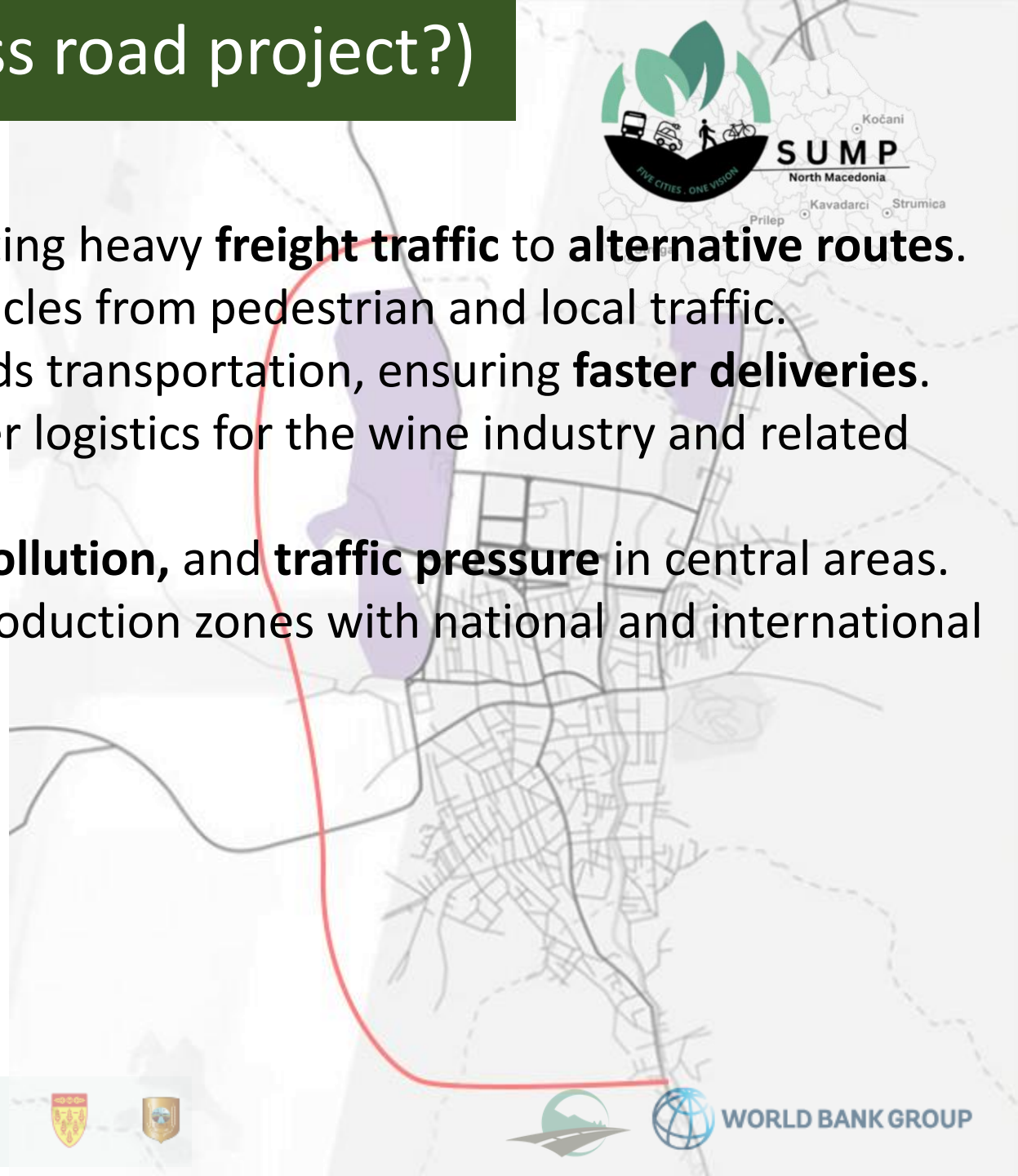
# SUMP vision and objectives




| Dimension | Top 3 findings from Survey questions (CV & OBJ) | Draft vision statement elements | Strategic objectives |
|---|---|---|---|
| **Mobility Mode Preferences** | Walking, Cycling, Public Transport | Encourage modal shift towards sustainable modes | Promote active mobility and reduce car dependence |
| **Planning Principles** | Safety, Climate action, Equity | Design safe, equitable streets | Improve safety and access for all users |
| **Emotional Perception** | Safe, Healthy, Included | Ensure human-centred design | Enhance well-being and inclusion through mobility |
| **Reduce in Future** | Private car use, Traffic congestion, Unsafe infrastructure | Create liveable urban spaces | Cut car usage and improve road conditions |
| **Increase in Future** | Walking/Cycling infrastructure, Public transport, Digital tools | Build smart, connected networks | Expand multimodal infrastructure and ICT services |
| **Strategic Priorities** | Reclaim public space, Improve access, Modal integration | Realign mobility with urban life | Prioritise people-centred and integrated solutions |

# Topic – Freight Logistics (new bypass road project?)

- **Reduces congestion** in the **city center** by diverting heavy **freight traffic** to **alternative routes**.
- Improves **road safety** by separating freight vehicles from pedestrian and local traffic.
- Enhances **efficiency** of wine and industrial goods transportation, ensuring **faster deliveries**.
- Supports local economy by facilitating smoother logistics for the wine industry and related sectors.
- Improves urban **livability** through **less noise, pollution,** and **traffic pressure** in central areas.
- Strengthens **regional connectivity** by linking production zones with national and international **markets**.




SUMP North Macedonia

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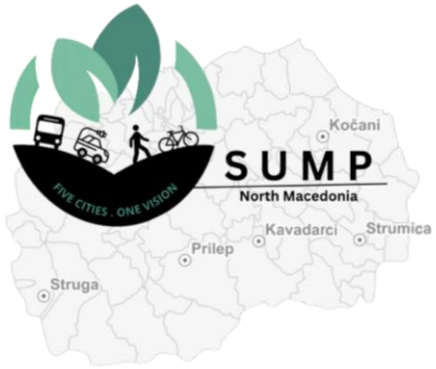
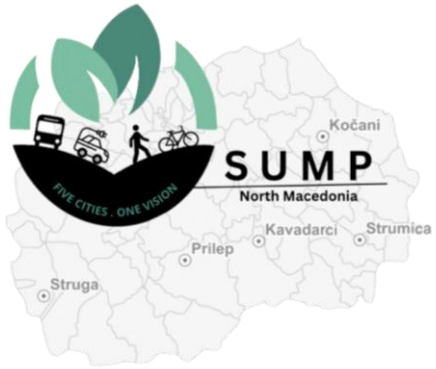
# Implementation process



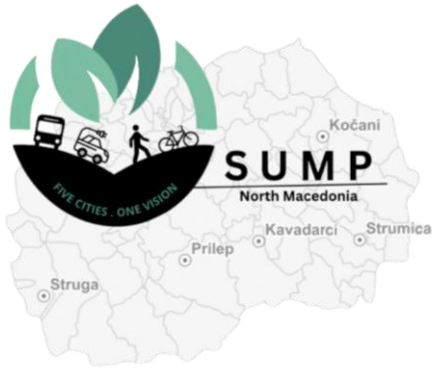

- Timeline (planning, approval, construction stages).
- Stakeholders: municipality, national government, road authorities, local businesses, freight operators.
- Financing source(s)

# Challenges faced



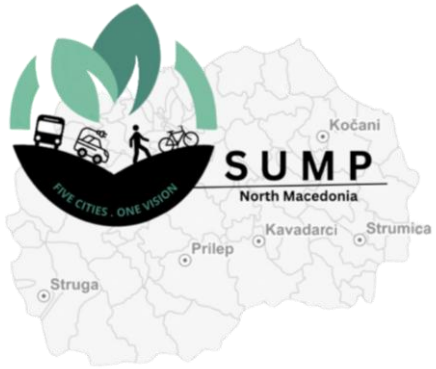

- Land acquisition or environmental constraints.
- Securing funding.
- Technical/engineering issues.
- Concerns from residents or businesses affected by rerouted traffic.

# Results and data collected




- Current freight flows (before bypass).
- Safety statistics in the city center.
- Expected or early impacts (reduced truck traffic in urban core, improved travel times).

# Expected impacts

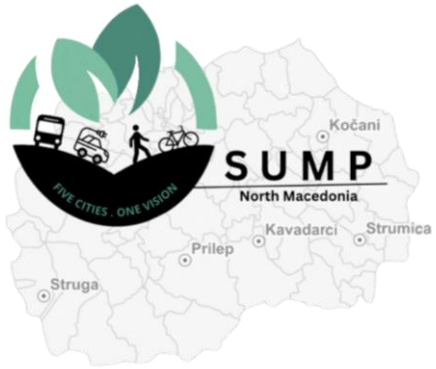



Anticipated benefits:

- Improved liveability in the city center.
- Safer walking/cycling conditions.
- Reduced congestion and pollution.
- More efficient freight logistics.

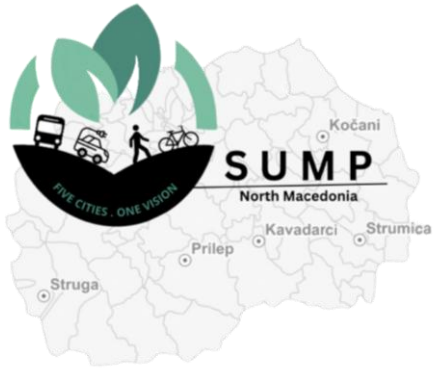
Monitoring: how success will be measured (traffic counts, air/noise levels, accident rates).

# Lessons learned




- Importance of aligning infrastructure with urban mobility goals.
- Need for complementary measures (traffic management, signage, enforcement to prevent trucks from still entering city).

# Link to SUMP development




- Bypass project supports SUMP objectives: shifting through-traffic out, creating space for active modes, improving safety.
- Logistics management is an integral part of sustainable mobility planning.

**Key Takeaways:**

- “Freight solutions must balance efficiency with quality of urban life.”
- “Bypass roads work best when combined with broader SUMP measures for walking, cycling, and public space.”

*Thank you…*