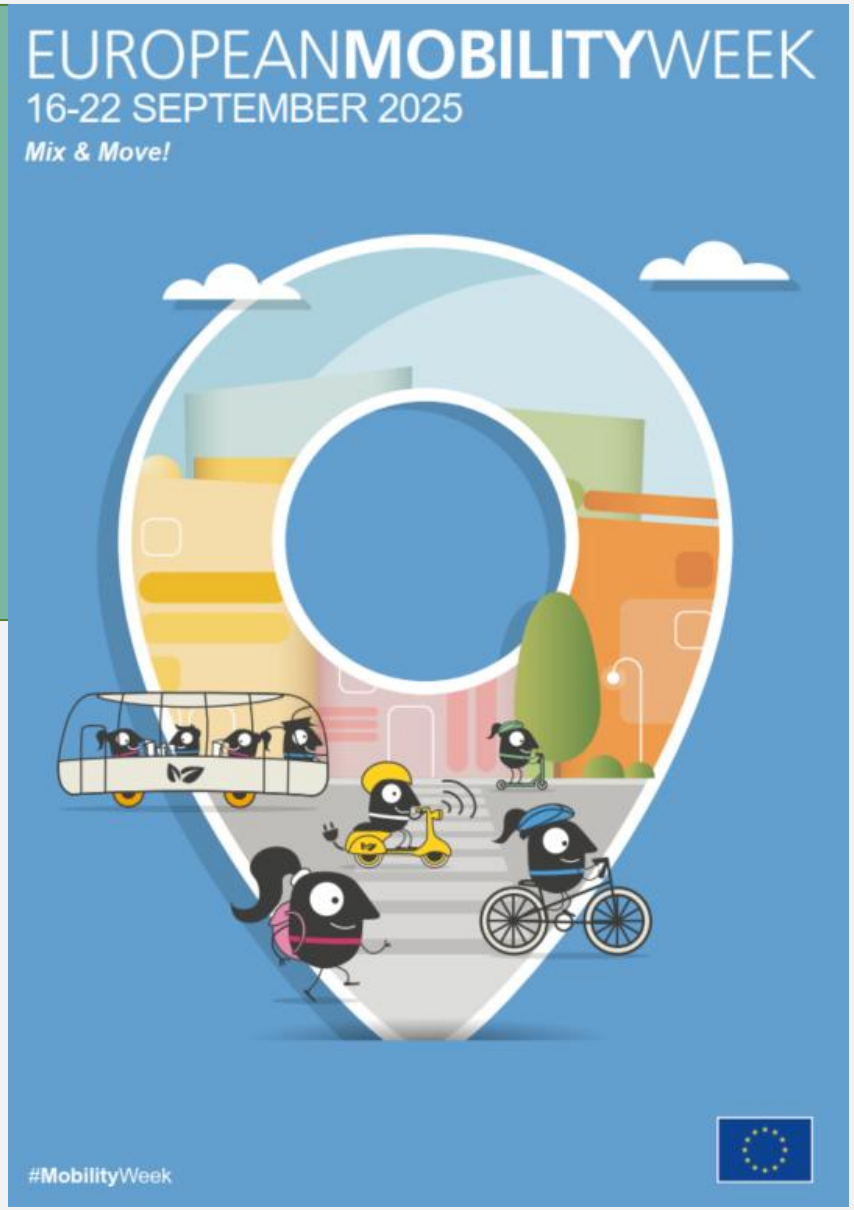
SUMP for 5 MUNICIPALITIES IN NORTH MACEDONIA

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

Prilep, Kavadarci, Kochani, Struga, Strumica



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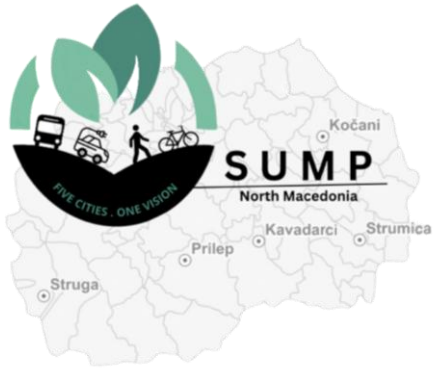


1. Introduction and context
2. SUMP Vision and objectives
3. Selected theme or topic
4. Implementation of the process
5. Challenges faced
6. Current results/Data collected
7. Expected impacts and future outlook
8. Lessons for other cities
9. Concluding link to the SUMP

TRT BOGAZICI PROJE A.S.

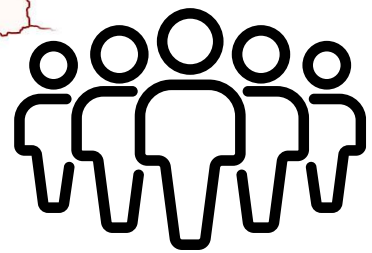
WORLD BANK GROUP

Introduction and context

8%
92%

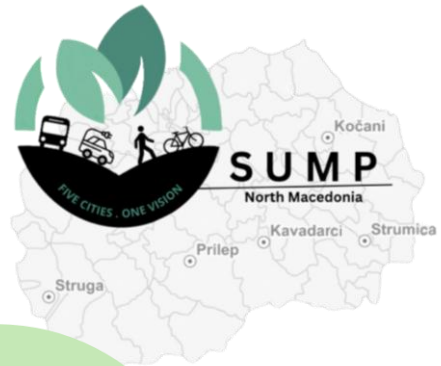
Rural
Urban

5,717
63,308



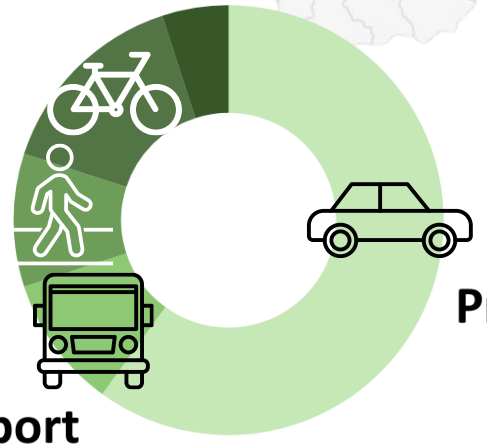
69,025

	Population	Households	Household Size
North Macedonia	1,836,713	598,632	3,07
Pelagonia Region	210,431	72,440	2,90
Prilep	69,025	24,607	2,81



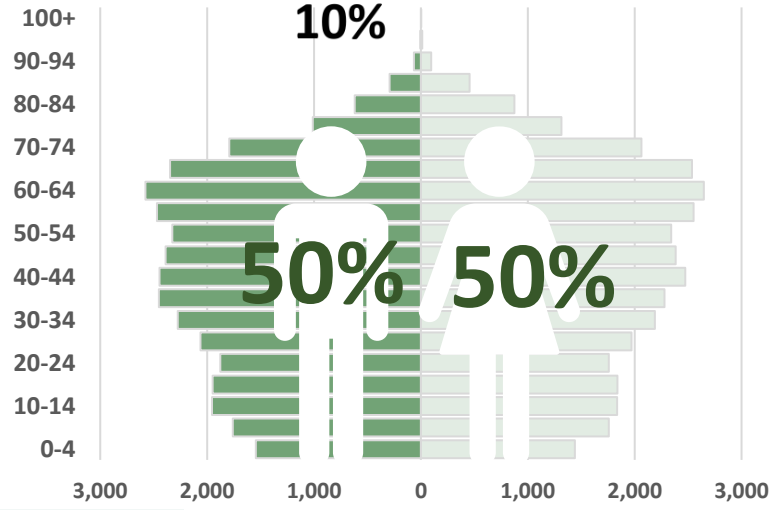
Bike / E-scooter
15%

Pedestrian
10%



Private Car
60%

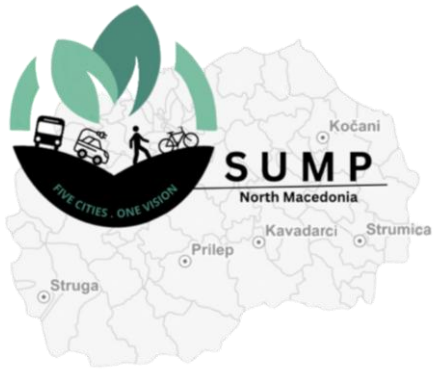
Public Transport
10%



Bullet Points - Highlights

- **High car use (35-61%)**: Congestion, pollution, parking pressure
- **Walking (26-28%)**: common but limited by poor sidewalks, illegal parking, and lack of lighting.
- **Accessibility gaps**: Limited for disabled (7% of population), children, and elderly support for → missing ramps, narrow/damaged paths.
- **Traffic calming & pedestrianization** needed to **reduce car dominance** and **improve safety**.
- **Integration with public transport & cycling** is key for sustainable, inclusive mobility

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 infra, 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

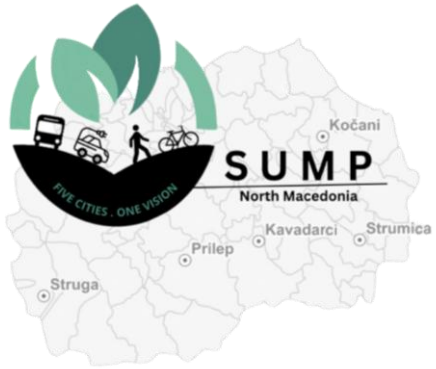
Topic – Access Regulation, Traffic Calming & Walking/Accessibility

- Why the city chose to focus here (central congestion, safety, need for livable streets).
- Measures introduced/considered:
- Pedestrian-only or traffic-limited zones.
- Speed calming interventions (speed bum , narrowing).
- Access regulations for vehicles in certai urs/zones.
- Parking management near sensitive a

Traffic Studies & Survey

- Description of studies conducte ination surveys, pedestrian flows?).
- Key insights from surveys (citizen demand for walking areas).

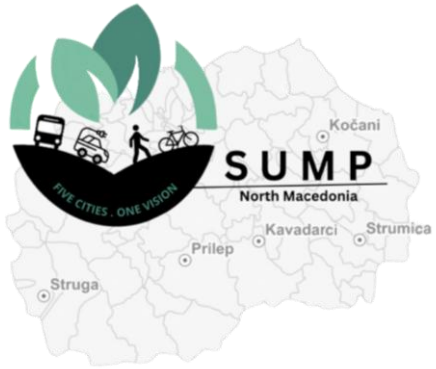
Implementation process



- Timeline of how and when pedestrian zones/traffic calming were introduced/traffic studies were conducted
- Stakeholders: municipality, police, local businesses, residents.
- Funding and enforcement mechanisms.

Challenges faced

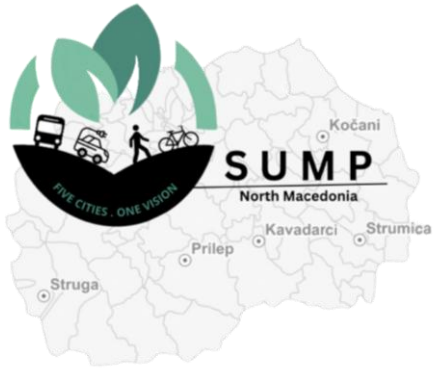
- Resistance from shop owners/businesses to pedestrianization.
- Enforcement difficulties in restricted zones.
- Technical/financial limitations in redesigning streets.



Results and data collected

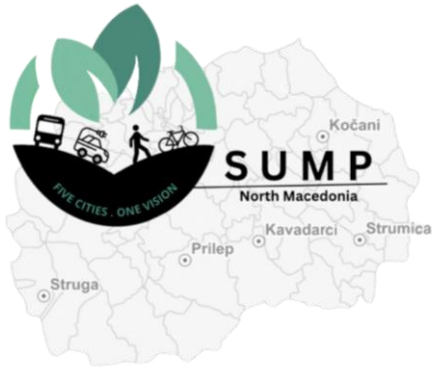
- Changes in traffic volumes.
- Pedestrian counts before/after interventions.
- Citizen satisfaction (survey results).
- Safety indicators (accident reduction if available)

Expected impacts



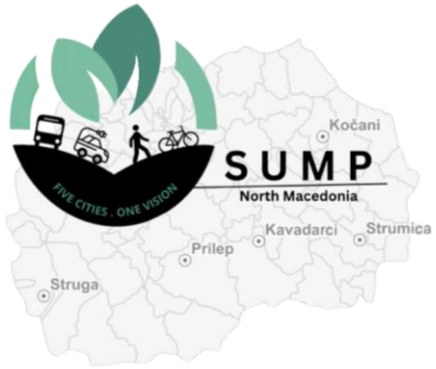
- Improved safety, accessibility, and quality of public space.
- Opportunities for tourism and local economy.
- Expansion plans: more zones, better pedestrian facilities, accessibility upgrades.

Lessons learned



- Importance of stakeholder dialogue (residents, shopkeepers).
- Need for supporting measures (parking alternatives, signage).
- Strong link between data (studies/surveys) and effective policy.

Link to SUMP development



- How access regulation and pedestrianization directly contribute to SUMP objectives.
- Importance of traffic studies as a tool for evidence-based planning.

Key takeaways:

- ”Pedestrian zones improve city life but require careful planning and dialogue.”
- “Traffic calming needs both infrastructure and enforcement to be successful.”

Thank you…