

Strategic Spatial Planning / A Vision for Saranda

keywords / cohesion, vision, strategic planning, coastal development, territorial development

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Introduction

After the fall of the totalitarian regime, Albania undergone several reforms with the aim of achieving its long standing objective of joining the European Union. However, the weak role of the state in territorial control and development combined with unfinished and incomplete reforms have led to a highly complex panoramic view of the urban and territorial landscape.

The impacts of the different reforms are also felt to a great degree at the local level as well, where the authorities face the increasing demand of citizens for better services and territorial cohesion. This paper discusses some of the main changes following the reforms in territorial planning and administrative reform by using the municipality of Saranda as a case study. The drafting of the strategic plan is a key moment for resolving some of the main challenges that the newly formed municipality faces.

The paper is divided in three main parts which firstly concentrate the discourse on two main reforms, territorial planning and the administrative reforms, secondly in analysing the challenges that Saranda faces as a coastal municipality and the responses provided by the strategic plan.

Territorial Planning overview in Albania

Planning in Albania has traditionally focused on urban areas. The process and aim used to be mostly physical and

concerned with the aesthetics of the city and its technical design rather than larger scopes such as achieving economic development, social cohesion and environmental sustainability. According to Duhr et al (2010) a complex mixture of factors such as historical and cultural conditions, geography, constitutional and administrative arrangements, levels of urban and economic development as well as political and ideological aspirations had led to a large variety of systems with different objectives, instruments and techniques for planning spaces.

In the case of Albania, the path dependency from the totalitarian regime was carried over even also after the 1990s. The planning practice was mainly focused on urban issues and it was mostly regulatory. The system was also very slow in trying to respond to the increasing demand of citizens who now enjoyed a greater degree of freedom of movement as well as private property.

Planning culture according to Faludi (1999) is defined as the collective ethos and dominant attitudes of planners regarding the appropriate role of the state, market forces and civil society in influencing outcomes whereas Friedmann (2005, p184) defines it as 'the ways, both formal and informal, that spatial planning in a given multi-national region, country or city is conceived, institutionalised and enacted'. As can be seen from these definitions, 'culture' is an integral part of planning

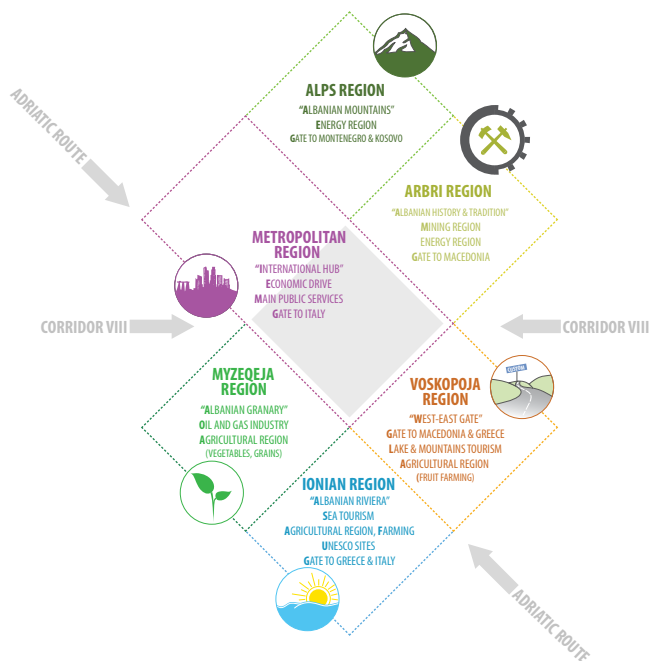


Fig1 / Economic Region
source / Albania 2030 Manifesto

systems as it reflects accumulated attitudes, values, rules, standards and beliefs that are shared by planners and other actors.

The accumulation of the above has come to date through different historical processes, hence it cannot be separated from the whole country's background. Therefore, 'culture is manufactured and acquired by definition' as argued by Knieling and Othengrafen (2009 p4). Culture plays an important role in the way that a people perceive reality, and this reality becomes culturally rooted, hence becomes a type of social construction (ibid).

What the above means is that a planning culture can never be static. It undergoes continuous change as the domestic and foreign situations change. The latter can be set to be affected mostly by processes of Europeanization and Globalization (Friedmann 2005, Duhr et al 2007). It is herefrom deductable, that the cultural change of a country is a slow process, contrary to the legal change which can occur quite quickly, even overnight.

Hence in 2006, affected by the European Integration processes but also from strong "internal" shocks, the Albanian Government decided to initiate a process for reforming the planning system. The decision was to switch from an "urban planning", rigid, physical, technical and aesthetic process towards an integrated, comprehensive and strategic approach. According to Albrechts (2004) strategic planning is "a public-sector-led sociospatial process through which a vision, actions and means of implementation are produced that shape and frame what a place is and

may become". As it can be seen from this definition, the strategic approach includes some of the main qualities that were required at the time to move from the inflexible land-use planning.

Firstly, strategic planning is more inclusive and allows for the involvement of different stakeholders. Secondly, it uses a foundation of strong evidence and takes into account the different strengths, weaknesses, opportunities and challenges; it allows for the inclusion of different trends and external forces that may influence the area. In addition, such planning makes use of images, visions and maps which allow for a better understanding of the area, as well as develops long-term strategies and perspectives at different levels (Albrechts 2004). Also, it focuses on decisions and implementation and allows for monitoring, feedback and revisions. To sum up, strategic spatial planning is an open, continuous process, very close to the problem which makes use of different tools and approaches, allowing for long term-strategies and visions.

Theory shows (Roland G, 2004) that legislation can change quite quickly, even overnight, whereas culture undergoes a very slow progress of change. One of the reasons for such a slow change is the fact that culture is learned, not inherited. In 2009, law 109 111 "On Territorial Planning" was approved and set to enter into force in 2011. The 2-year period between the approval and the entering of the law in force, was expected to accommodate an increase in capacities and prepare the different levels of government to adapt to the new system. However, for several

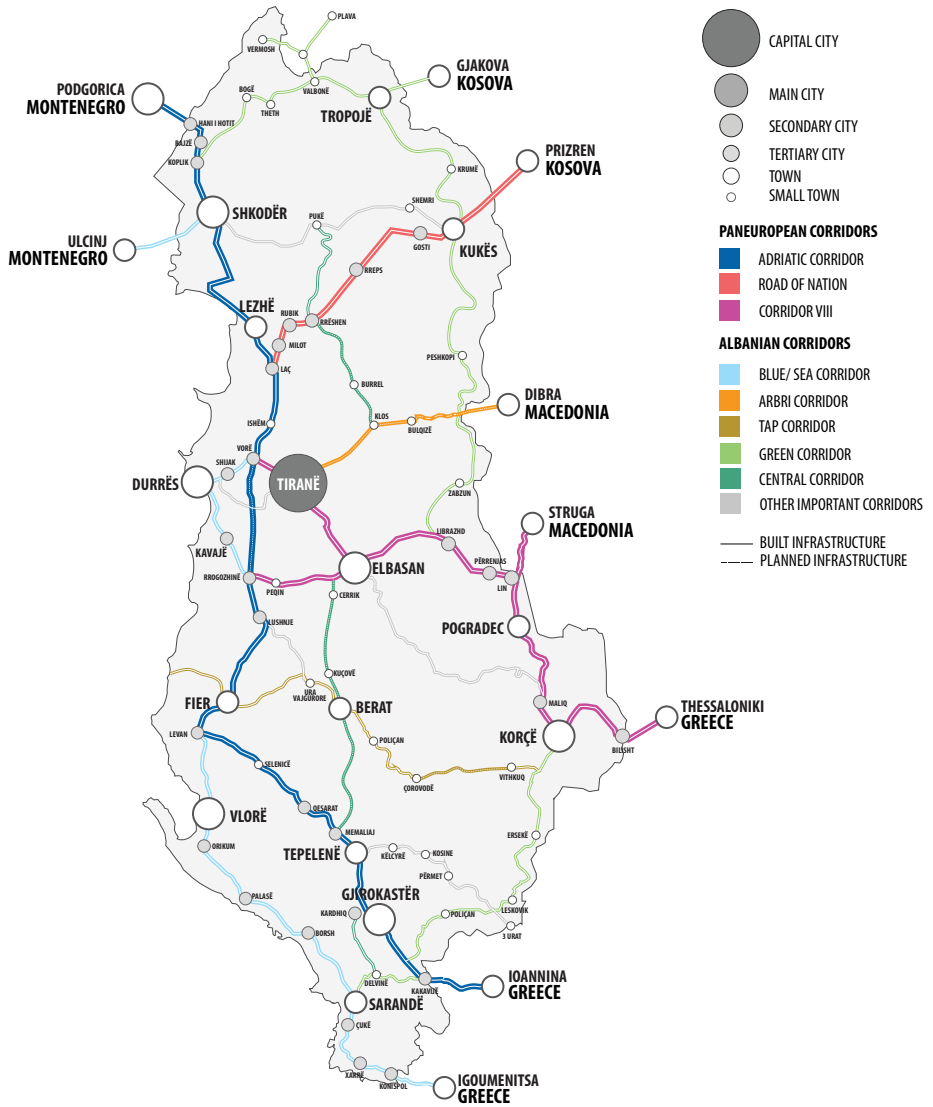


Fig2 / Main National and Pan-European corridors
source / Albania 2030 Manifesto

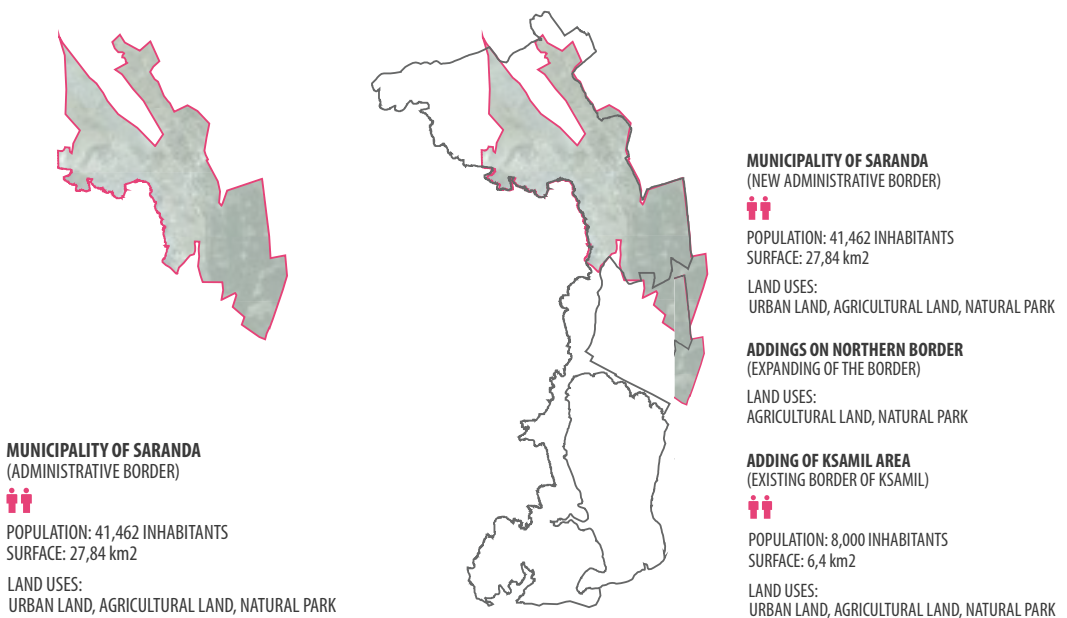
reasons (which are not the real purpose of the paper) the new system never managed to become fully functional. No longer being considered a political priority by the central government, the continuous changes of the law and its bylaws, as well as the low capacities at the local and central government level, led to a malfunctioning of the planning system and to a stale mate. The planning process from a positive and promoter of development turned into an inhibitor and development obstacle. Hence, many people continued to opt for informality.

Meanwhile the change of governments in 2013 put planning back into the political agenda. The law was reviewed and its bylaws were drafted. In addition, the process for drafting the General National Plan and the Integrated Coastal Plan were initiated with the aim of providing a framework for territorial development to local authorities. However, the operationalization and functioning of the

planning system is dependent on several other reforms that the government has been undertaking simultaneously. Hence, the impact is yet to be seen and analysed.

Territorial and Administrative Reform and Impacts in Saranda

Decentralization in Albania has experienced different phases since the fall of communism. In 1992, the Council of Ministers introduced changes to the administrative-territorial organization of the country, based on article 1 of law nr.7572, dated June 10, 1992 "On the organization and the functions of the local government." This law prescribed 36 districts, 44 municipalities, and 313 communes. Local councils were established at the municipality and commune level with members elected by the citizens. The mayors and the heads of the communes were also to be directly elected by the people. Later, law nr.7608, dated September 22, 1992 "On the



ADMINISTRATIVE BORDERS - NEW ADMINISTRATIVE BORDERS

Fig3 / Saranda Municipality before and after the territorial reform source / Saranda 2025, a new vision for sustainable development in the Saranda-Ksamil region

prefectures" mandated the establishment of 12 prefectures as units headed by the prefect who is appointed by the Council of Ministers.

During 1992 – 2000 several partial changes to the administrative-territorial organization of the country took place but without any major structural changes. In 2000, Albania had 36 districts, 65 municipalities, and 309 communes. In 2000, law nr.8653, dated July 31, 2000, abolished the districts (rrethet) as administrative units and re-established the regions (qarqet). Starting from 1992, the municipalities are established only in towns. With a few exceptions, they might include a town and a few villages. The communes, as a rule, include only villages. In rare exceptions a commune might include a town. Currently, Albania has 12 regions (qarqe), 308 communes, and 65 municipalities

In 2013, the government set as one of the main priorities of its program the undertaking of an administrative and territorial reform, with a view towards increasing the efficiency of local public services and strengthening the power of local government units. On May 16, 2014, the Minister of State for Local Issues, relying on the adopted criteria, presented a proposal based on five variants of the new administrative and territorial division map. In the end, the option for 61 Municipalities was accepted and approved by the parliament.

Presently, the newly formed municipality of Saranda has a population that totals 50,000 inhabitants (based on data from Census 2011) while the total area of the

territory under its jurisdiction reaches about 60 km². In the last ten years, Saranda and Ksamil have experienced an increase in population by about 17% which indicates the growing importance of this territory in recent years.

The new municipality of Saranda has been formed by the joining of the municipalities of Saranda and Ksamil. Presently, the central administration is settled in the city of Saranda. Its capacities are primarily focused on planning within the urban setting, predominantly regarding the old municipality whereas now new conditions demand increasing capacities in agriculture as well as management of natural resources. Hence for a better management of the human and natural resources, it is necessary that under the new conditions created, Saranda takes a leadership role by developing a vision which comes in response to the needs of its inhabitants.

The territorial reform in parallel with changes in planning legislation increasingly dictate the need to develop a local comprehensive plan. Under the provisions of Law 107/2014 "On the Planning and Development of the Territory" local governments have a legal obligation to draw up general local plans within a deadline of 2 years from the law's entry into force. Consequently, Saranda, wants to take an important step in this context, being one of the first municipalities which initiates the process of drafting the GLP, and thus turning into a model to be followed by other municipalities in the drafting of their GLP.

Snapshot Saranda / Geographic Position

The municipality of Saranda is situated in the southern part of Albania. It is in a very favorable geographical position, in communication with other urban centers within and outside the country such as Vlora, Gjirokastra, Corfu, Igoumenitsa, Ioannina and other centers in Greece. It is situated 285 kilometers from the capital of Tirana, 124 kilometers from Vlora and 61 kilometers from Gjirokastra.

The main geographical advantage of Saranda and its territory is the strategic position. Its strategic position at the crossroads of trade, tourist and most important marine routes in the Adriatic-Ionian region plays an important role. The presence of the port, although not used at the highest and best of its capacities, is a key factor in the position of Saranda in the South-West region. Saranda's port plays an important role in city revenues related to trade, tourism and fisheries.

Saranda is one of the most urbanized centers in the South-West region of Albania and plays a key role during the summer touristic season. In the framework of the territorial reform, the Saranda Municipality has undergone significant changes in the surface of the territory and of its population, where the main element is the unification of the territory of the administrative unit of Ksamili. The Saranda municipality consists of the cities of Saranda and Ksamili and the villages of Çukë, Metoq, Gjashtë and Shelegar.

Saranda has a high diversity in terms of its territory's morphology. The municipality includes a big territorial diversity that combines mountains, valleys, fertile plains with water elements which provide an interesting landscape. The presence of a variety of forms within a small territory is a particular advantage of Saranda, one which must be used in its strategic vision.

Snapshot Saranda / Urban Development and Population

Saranda along with Ksamili constitute an important urban agglomeration for the entire region. Saranda is a primary center for the region and provides some of the most important public services such as hospitals and educational institutions. Continued urban expansion, has created the possibility for the city to accommodate a considerable number of hotel structures which have transformed Saranda (together with Ksamili) in one of the most important tourist destinations during the summer season.

The registered population of the Saranda Municipality approximates 50,000 people. Due to the fact that the number of people

registered in the municipality of Saranda is higher than the resident population, combined with the fact that the process of population migration and immigration of rural population is not updated in city records, the population in the census is around 41 000 people. Meanwhile, the Ksamili Municipality has a registered population of 8,000 inhabitants. The total population of the new municipality reaches 50,000 people, a significantly large number.

The population density is higher in Saranda and in Ksamili. Meanwhile, in other areas we have a lower density and more features of rural development. From 1989 to 2011 the population of the municipality of Saranda has witnessed a declining trend by about 9.6%. The movement has been mostly directed towards the Tirana-Durres centers, while there has been a reverse movement in which residents of rural areas or smaller urban centers move towards Saranda. This phenomenon is also evidenced by the high number of empty housing or by the fact that we have a difference between the resident population and the one registered. Many people, even though they may have left Saranda, continue to maintain ownership of their apartments as second homes. A great impact on the population decline of Saranda was played by emigration abroad, mainly to Greece.

Saranda and Ksamili have experienced a significant increase in urban areas during the past 2 decades. Urban areas are developed mainly for residential purposes and tourism. Mostly there has been a tendency for development along main roads. Ksamili, especially during the 2001-2011 period, has undergone a "boom" in construction for residential and tourism purposes.

The informality phenomenon is visible in the municipalities of Saranda and Ksamili. Saranda has three informal settlements approved by ALUIZNI, with the largest located in the sixth neighbourhood with an area of 20.2 hectares. While the two other informal areas are 6.2 ha area and 7.2. Ksamili has a greater dispersal of informal areas with a total of 109 ha. This is an area of considerable size relative to the small town of Ksamili.

From the analysis carried out and taking into account the samples of different urban structures in Ksamili and Saranda, results that there are some major types such as individual houses developed in organic form. This form represents the main characteristic of rural areas, as well as a part of Ksamili, developed in recent years.

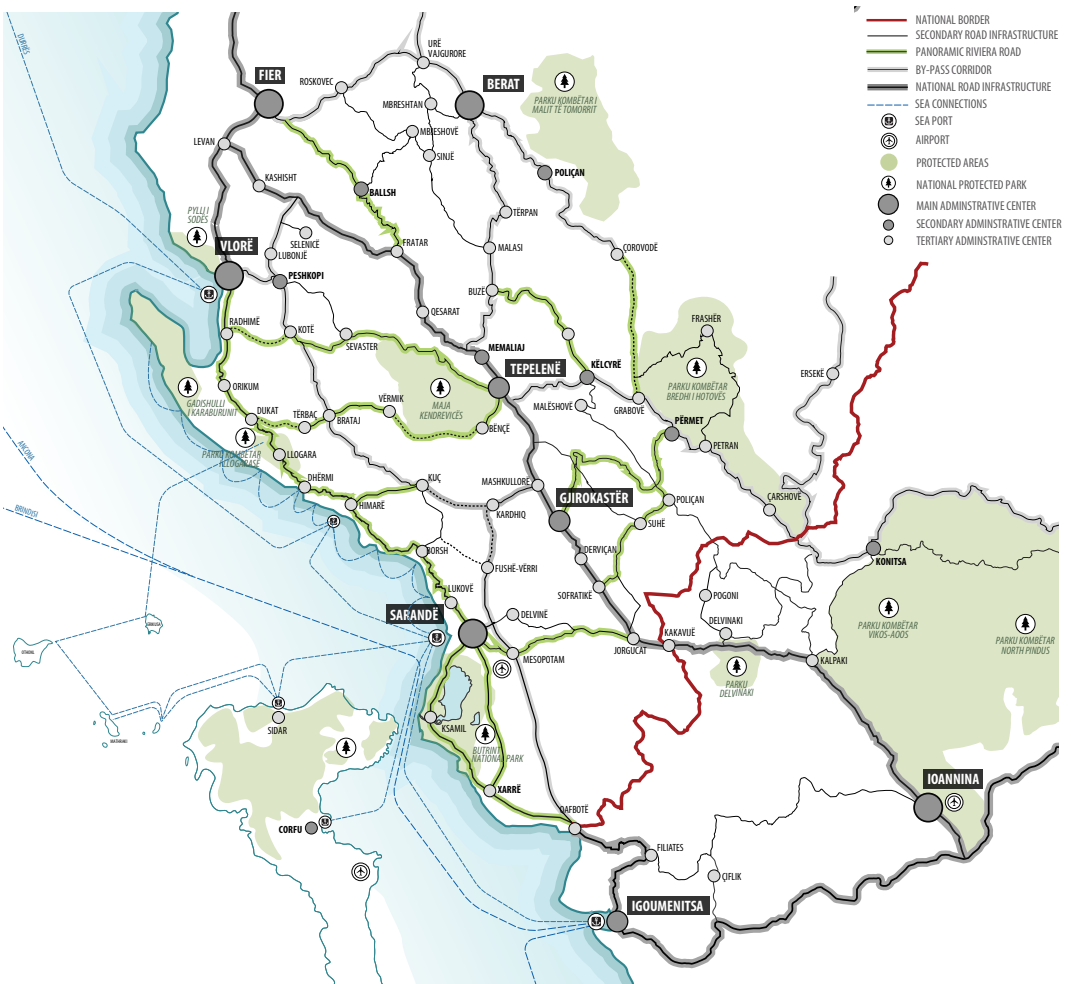


Fig4 / South region - ecosystems and infrastructures
 source / Saranda 2025, a new vision for sustainable development in the Saranda-Ksamil region

Meanwhile the center of Saranda presents a variety of urban structures. It includes the development of several different periods of the city, starting from historical developments, with the Italian period. Other developments are those which relate to the dictatorship period, characterized mainly by post-modernist architecture and in some cases prefabricated apartment buildings. Also, the development of infrastructure facilities has failed to move with the same speed as the construction sector. As a result, many roads are not completed in order to fully service Saranda with infrastructure. The situation is even more critical if we refer to Ksamili, Gjashtë and the rural areas of Metoqit, Shelegarit and Çukës. Because of the informal developments, there are some areas which lack access to good roads. Meanwhile, it is worth noting that considerable investments were made in national and regional road axes.

Snapshot Saranda / Economic Development and Welfare

The main branches of the economy in Saranda and Ksamil are agriculture, the light industry and services. Services in Saranda and Ksamil are closely linked

to the tourism sector while the industry is more associated with food products such as oil processing, processing of citrus fruits, and processing of livestock products. It is worth noting that Ksamili has a more developed agricultural sector, while Saranda preserves the features of the urban economy. This, also due to the fact that many administrative functions have remained in Saranda. Port and fishing also play an important role in the local economy.

Agriculture The municipality has an extension of 2784 hectares, of which 1404 hectares are arable, 455 ha of pastures, forests and the rest urban and rural areas. In recent years, rapid growth of the construction industry also took place, including different services, fishing activities and agribusiness. Within the administrative unit, around 30 companies, 1850 various branches of budgetary institutions and private entities exercise their activity, a significant increase compared with only 630 operating in 2002. There is an inventory of about 50 small medium fishing vessels and on average 15-20 thousand quintals of mussels are cultivated annually. It is also

▶ DEMOGRAPHIC DATA

AGE GROUPS

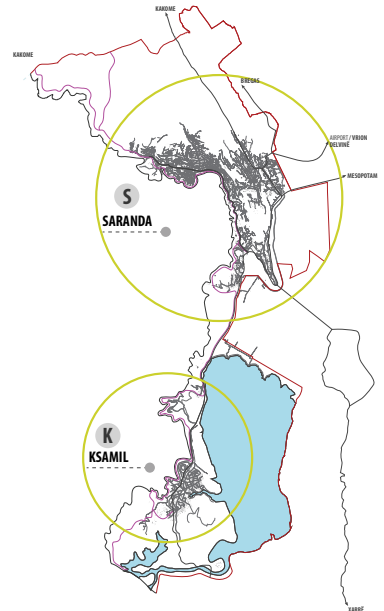
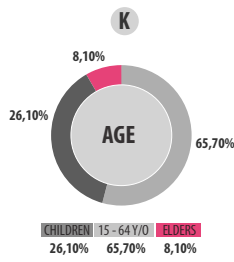
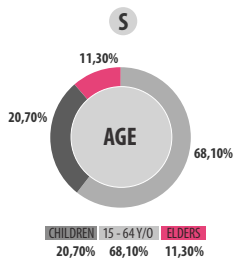


Fig5 / Demographic data
source / Saranda 2025, a new vision for sustainable development in the Saranda-Ksamil region

important that the agricultural sector has an annual output of about 10 million dollars, mainly in crops, vegetables and livestock-producing.

Tourism Tourism plays a very important role in Saranda and Ksamil. As mentioned above, the main section of the economy is focused on services, mainly tourism services. The number of tourists has been increasingly showing a good economic impact during the summer months. But nevertheless, the seasonality of tourism is worth mentioning, which means that this sector largely operates only during the period of June-September and then creates an enormous vacuum in the domestic economy during the rest of the year. Saranda and Ksamil tourists come mainly from the territory of Albania and other regions with Albanian population like Kosovo, Macedonia and Montenegro. Also, a significant number of tourists from European countries such as the Czech Republic, Poland and Slovakia have begun to visit Saranda and Ksamil in recent years.

Unemployment Unemployment in the municipality of Saranda is currently estimated at 18.1%. Meanwhile, even more critical is the situation in Ksamil where unemployment has reached 53.2% according to INSTAT. These relatively high figures come as a result of seasonal employment in Saranda and Ksamil. High unemployment figures may be the result of the informal labor market, where individuals are not declared as employees for tax avoidance reasons or in other cases are self-employed. Another

element is the seasonal migration, during which many people emigrate to Greece or other countries abroad to perform seasonal work. However, the situation is more troubling when looking on at the youth unemployment. Saranda as well as Ksamili have very high levels of unemployment, respectively 41.7% and 67.3%. This situation is extremely critical.

Conclusions

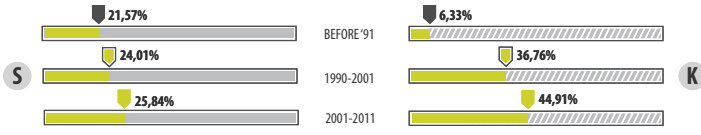
As a conclusion, it can be said that the new municipality of Saranda faces several challenges which need to be addressed by the territorial development strategy. Firstly, in Saranda the phenomenon of the "triple city" may be witnessed: -a/ the formal city in the city of Saranda; an informal city in Metoq-Cuke-Berdnes and Ksamil; a summer city- in Saranda and Ksamil. Each of these "cities" has different needs and require a different approach in terms of interventions. In order to create a strategy for a comprehensive plan, a challenge is also the integration of environmental and social concerns with the pressure for economic development in terms of touristic services. Meanwhile, agriculture needs to be integrated into the main economic activities as one of the potential sectors for the municipality.

Scenarios for Saranda

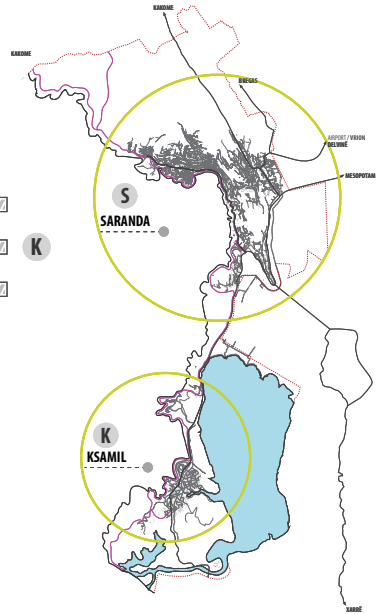
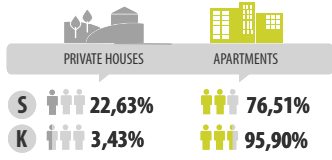
Scenario A / Linearity The territory will be developed in linear form along the main road axis. This kind of development would create a linear city between Saranda and Ksamii while other settlements such as Metoq, Gjashtë and Cuka will be overlooked and excluded, creating social

HOUSING

DEVELOPMENT FOR HOUSING PURPOSES

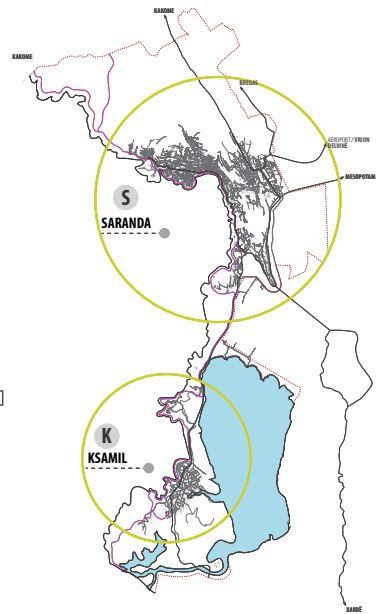
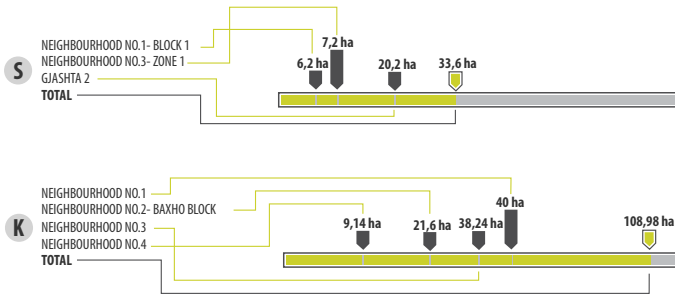


HOUSES



INFORMAL DEVELOPMENT

LAND, INFORMALLY DEVELOPMENT LAND IN (ha)



TOURISM

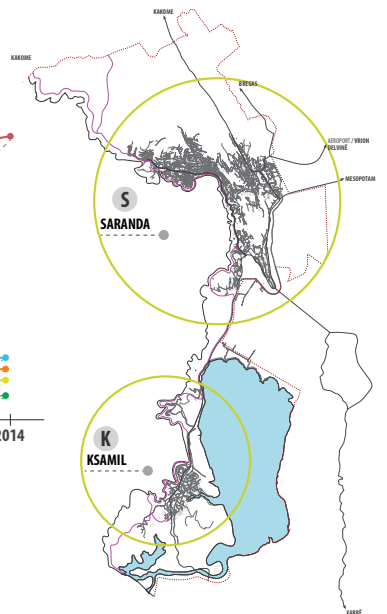
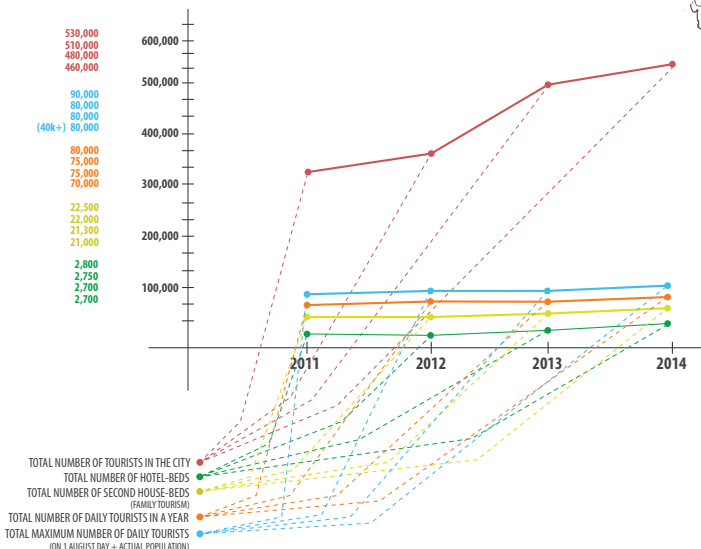
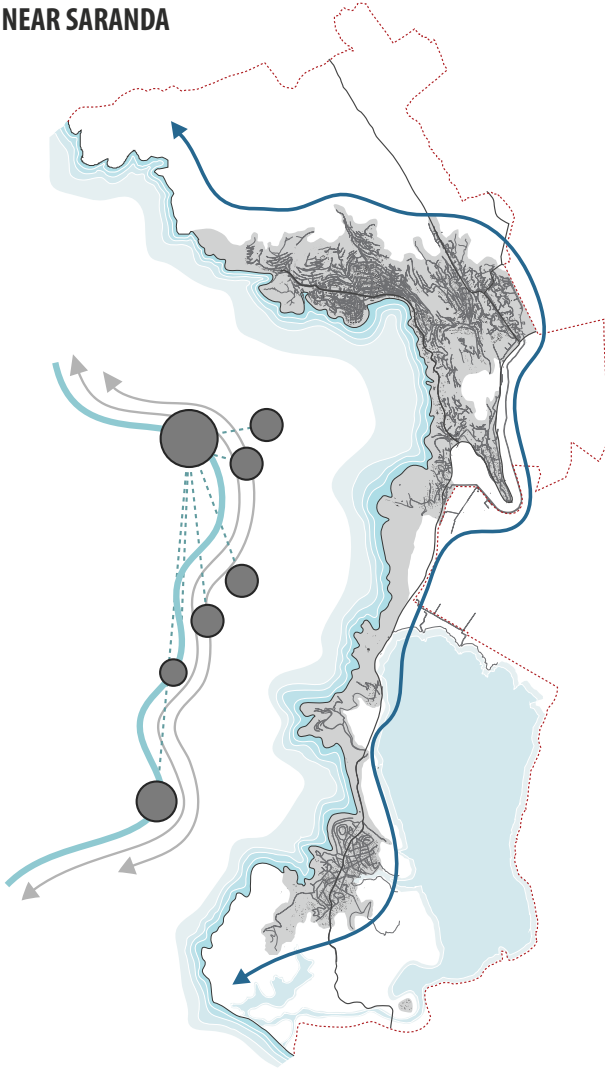
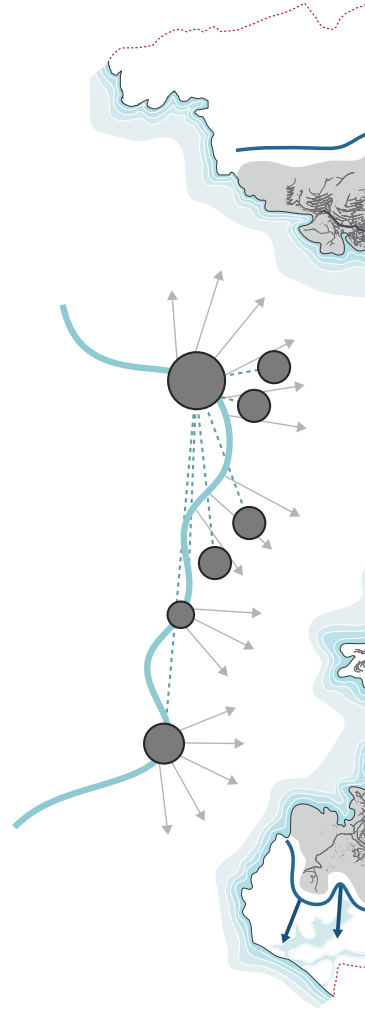


Fig6,7,8 / Housing, Informal Development and Touristic data source / Saranda 2025, a new vision for sustainable development in the Saranda-Ksamil region

SCENARIO 1: LINEAR SARANDA



SCENARIO 2: SPRAWLED SARANDA



segregation situations. The infrastructure will be provided along the main road that connects Saranda and Ksamil with touristic development focusing along this road.

Scenario B / Sprawl The municipality will not continue to develop in a well-planned and controlled manner. It will continue to expand into the suburbs of the municipality, affecting the integrity of the natural resources and agricultural lands. Difficulties and costs for the provision of a decent and functional infrastructure will be enormous. The economic development will be affected and the difficulties of achieving economies of scale will reduce the Municipality's opportunities of achieving strategic objectives.

Scenario C / Polycentricity This scenario aims at creating new centralities in the new territory of the municipality. In this way, the efficiency for the provision of infrastructure will be achieved and the quality of life will be improved by increasing accessibility to services and public spaces. This scenario allows the protection, and good management and

valorisation of natural resources and agricultural lands. Also through this scenario, the opportunities for growth are real and territorial cohesion is possible. In addition, the green belt of Saranda will be created, limiting the spread of settlements as well as increasing the capacity of the municipality. The green belt will serve as a tool for creating compact centers which are well connected to each other.

Vision for Saranda

In the next 10 years, the municipality of Saranda will become a model for the development of coastal areas. It will promote a polycentric structure which aims at mitigating the urban pressures and a new relationship between rural and urban areas. The main pillars of economic development will be tourism, services and agro-industry.

Saranda will turn into an important regional center, with good liaisons at a strategic national and international level and decent services and infrastructure for its citizens and visitors. Special care will be taken to protect natural and cultural

**SCENARIO 2:
POLICENTRIC SARANDA**

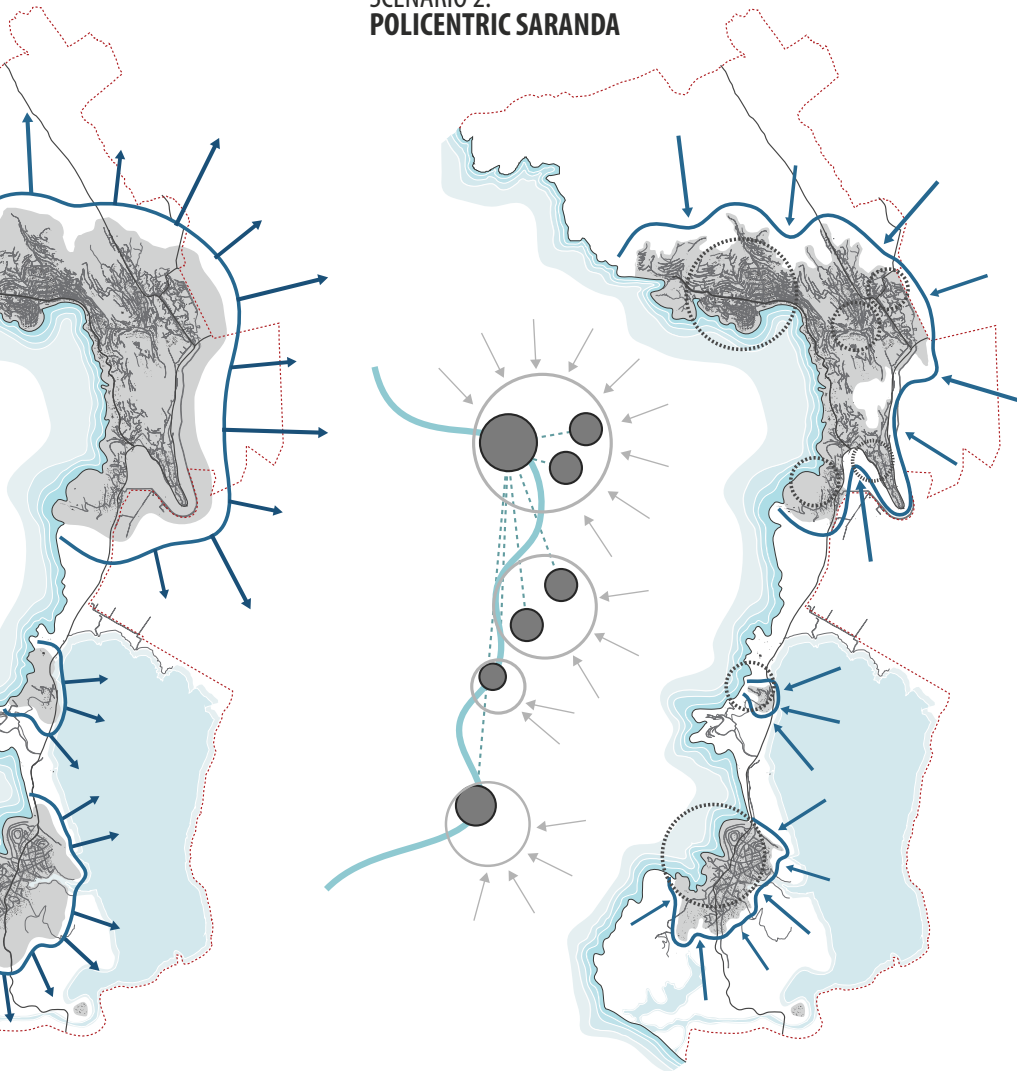


Fig9 / Development Scenarios for Saranda

source / Saranda 2025, a new vision for sustainable development in the Saranda-Ksamil region

resources, and enhance urban quality in the municipality's existing settlements. In support of the vision for territorial development a number of strategic objectives have been raised which will ensure its implementation in the territory:

- SO 1- Ensure the well-planned and well-designed development of the territory
- SO2- Support economic development with sustainable levels and diversified products
- SO3- Maintain and improve the natural environment by reducing the impacts of development of environmental areas and preparing for climate change adaptation
- SO4- Promote a transportation system which allows access to services and reduces traffic by allowing multi-modality
- SO5- Saranda as a regional center with a high quality of living.

Interventions

To achieve the above vision, interventions in the Municipality of Saranda are conceived in three different categories. The first category, districts is associated with areas that will improve through

the various functions. Category II, linear systems, is mainly related to infrastructure and mobility systems in the Municipality of Saranda. Meanwhile, the third interventions category is directly related to strategic projects, namely point interventions, but has a great impact and serves as a catalyst of development in the municipality.

Saranda 2025- Districts

With a broader territory and new entities, the Municipality of Saranda will aim to create the new centralities in order to achieve supply of the best possible services, social cohesion and economic development. Creating new centralities, and the application of the concept of polycentric development, will increase the functional relationship between the various urban areas by linking them more with each other and creating a large functional entity. In order to develop the concept of polycentrism, it is necessary to establish a complementary relationship between different centers. Each center should provide basic services for citizens

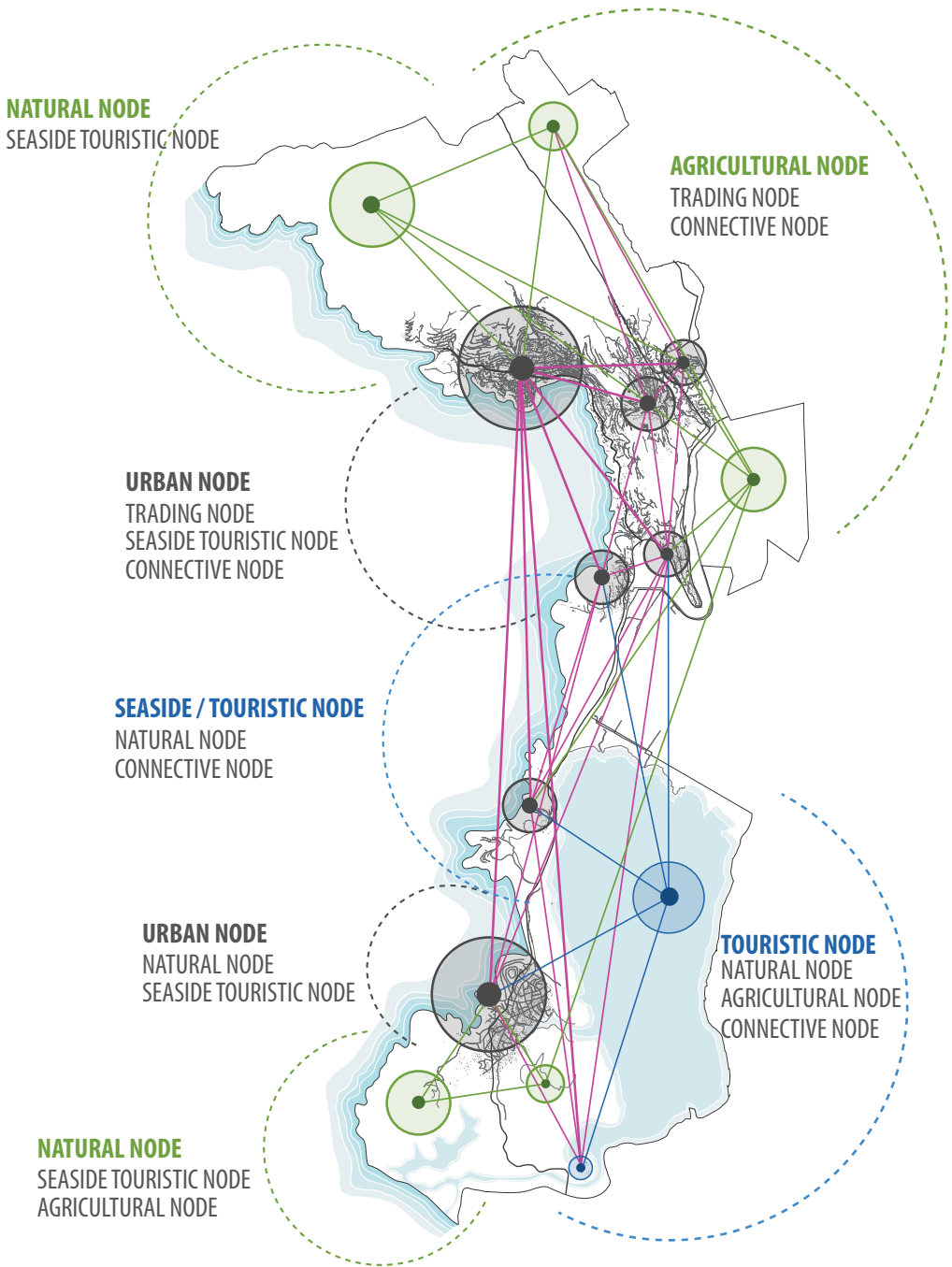


Fig10 / Vision of Saranda
 source / Saranda 2025, a new vision for sustainable development in the Saranda-Ksamil region

in order to reduce the need for car movement. Also, based on territorial characteristics and urban development, each will specialize based on strong and competitive advantages. Creating a great functional entity, beyond providing quality services to the citizens of the Saranda municipality, will increase its competitiveness also at a regional and national level.

The new centralities are:

- a - The City of Saranda
 - b - The City of Ksamilit and Manastir
 - c - The Urbanized area of Metoq-Gjashtë
 - d - The Urbanized area of Çukë-Berdneshtë.
- Because of its density development, Saranda will be the subject of policies

for improving urban areas. Special care will be taken for the creation of the city's new image. The first interventions will be about the colors used in building and the improvements of the infrastructure. Secondly, family tourism will be supported. Also, an important role will be played by the economic activities associated with the port of Saranda.

As the center of the second largest urban area in the municipality, the city of Ksamil will play an important role as a center for family tourism. Ksamili is perceived as a garden city because of the density of development. The infrastructure will improve and the waterfront will be regenerated in order to be more accessible

by tourists and residents. Ksamili will be focused on the provision of services for family tourism, while its islands will be used in an environmentally prudent way. The Metoq-Gjashtë centrality will rely heavily on agriculture. The creation of different markets with agricultural character will help in the promotion and marketing of local agricultural products. Also, this area will serve as an agricultural products collection point. In addition the bus terminal will be located in this area with connections within Albania and abroad. This terminal will be later connected to the urban areas of Saranda and Ksamili via public transport.

Çukë-Berdneshe will play an important role in the development of tourism. Its natural features and strategic position can be used to create an elite tourism development zone (elite tourist complex). This kind of development will be associated with the training of local residents and their employment in tourism. Also, this area will assume a special importance in agricultural development where Cuka will play an important role. In this context, agricultural products will be directly related to tourism. Beyond urban development and improving the quality of basic infrastructure and services, taking into account the purpose of the vision to convert the municipality of Saranda in a model of tourism development and place the city in an increased competitiveness with other tourist destinations, the creation of four districts (zones) with priority development of tourism and accommodation facilities represents another objective.

Tourist Zone 1, will be located in the northwest of Saranda Municipality. Tourism will be promoted through campsites. The beach will be characterized by the right ratio between public and private spaces. The relationship with nature will have a special significance and this area should be linked to the natural park which will be placed within the green belt policy.

Tourist Zone 2, will be located in the area near Berdneshe. This area will be characterized by elite tourism and will provide decent facilities for the development of this type of tourism. The area will be developed with resorts scattered in the territory, with low heights and density which offers a high-quality service. A marina for yachts will also promote the development of water sports such as diving, surfing, etc. Beaches will be mostly private, but there will be open spaces for day tourists and some will be reserved as public beaches.

Tourist Zone 3, is north of Ksamili. It is a natural area where development has

already begun. Tourism in this area will be developed with hotels with low heights which will minimally impact nature. Since the area is also close to the Butrint National Park, it should be treated with great attention and care. The area will also have space for camping. Beaches will be a combination between 80% private and 20% public.

Tourist Zone 4, located southwest of Ksamili. This area will have a similar development to zone No. 3. The area will have space for camping. Hotels will be of a very low height and tending to have as low of an environmental impacts as possible.

Saranda 2025- Linear Systems

Beyond being an urban center, Saranda is the junction of several corridors of national and international importance. Thus Saranda, is affected by significant corridors such as: a) the Adriatic Ionian Corridor b) the Regional Ring between Gjirokastra, Saranda, Igoumenitsa, Ioannina c) the marine Interconnection Saranda Corfu.

Saranda seeks to play an important role at the regional level. It serves as a center for the entire southwest region. One goal is to develop an airport (seasonal) which will serve during the summer to increase the access of tourists. These two strategic interventions will be linked with other areas of the municipality through a public transportation system. Particular importance will also be devoted to improving access to border areas and border crossings.

Although there has been considerable investment by the municipality of Saranda and by the Albanian Development Fund in terms of urban and rural road infrastructure, they remain problematic. A considerable number of urban roads in Saranda needs maintenance, paving and lighting. Considering the fragmented road network in major urban centers as a consequence of (informal) urban development, one of the municipality's aims is the completion of this network. It is important to create an urban road system where hierarchies conform to road standards.

The municipality aims to reduce traffic and increase accessibility. It will create two new public transport lines, one of which covers the entire territory of the municipality in the form of loops starting from Saranda-Metoq-Gjashtë-Çukë-Berdneshe-beaches, and one which creates a fast link between Saranda and Ksamili along the beach. Their frequency will change according to the season. During the summer, both lines will move every 20 min, while during the

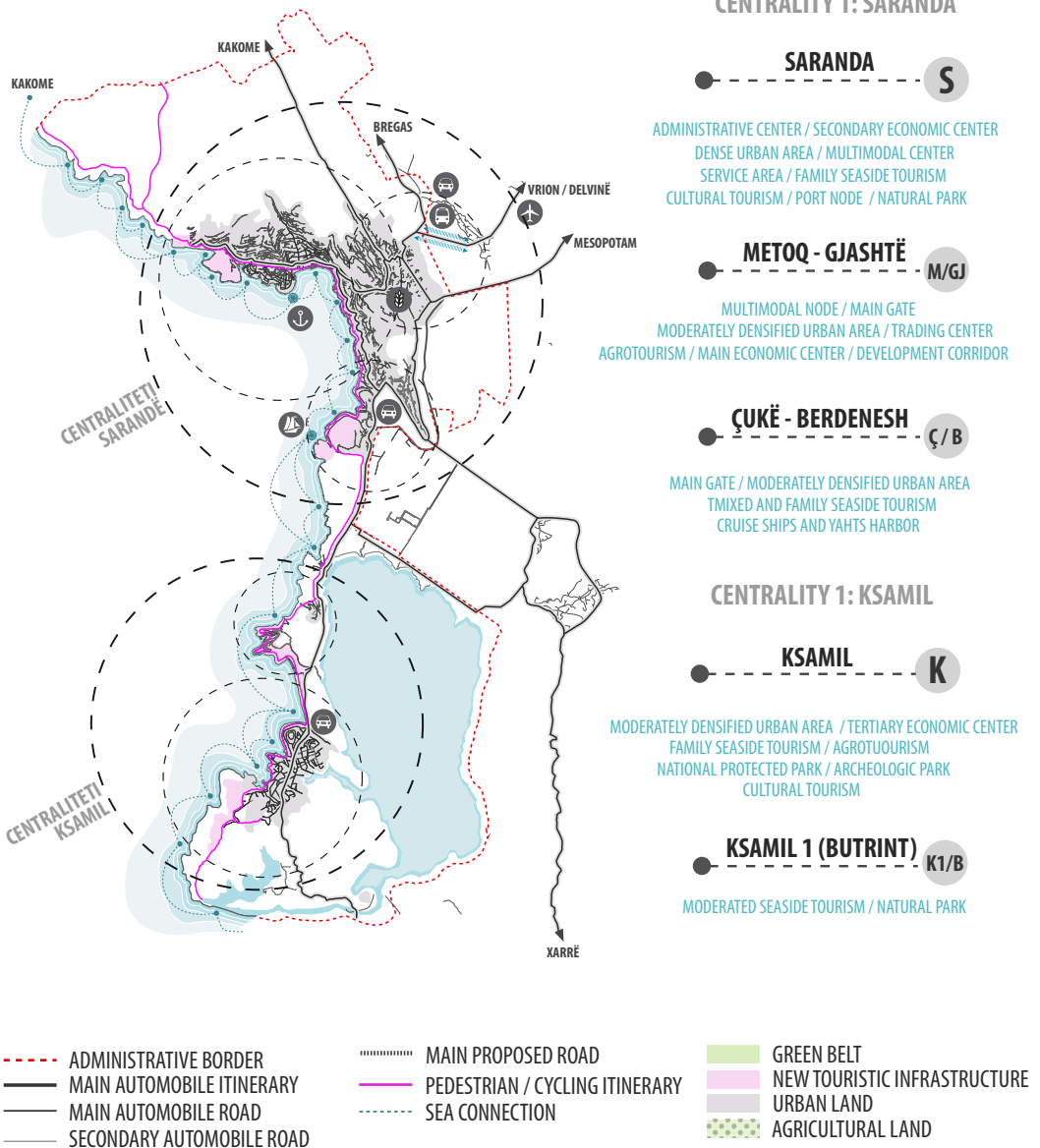


Fig11 / District main centralities
 source / Saranda 2025, a new vision for sustainable development in the Saranda-Ksamil region

winter, the lines will be unified into a single one and will move every 30 min. During the summer, the municipality will ensure, through public-private partnerships, alternative transportation by water. There will be a public line which permeates the entire coastline of the municipality of Saranda. It aims to reduce car traffic in the days of the tourist season.

The city will promote the movement on foot and bicycle. New roads should create adequate space for pedestrian mobility and cycling, while the existing ones have to adapt to new requirements. Also, with regard to the green belt policy, the latter will be equipped with pedestrian itineraries. Finally, the intervention will be carried out in urban city "steps" to improve pedestrian accessibility. Ksamili will also be subject to the application of pedestrian roads and a regeneration of coastal line. The municipality is determined to improve

the character of the roads which should be of the highest possible quality. In order to improve the movement on foot and readability of the city, a specific program will be developed for planning the signs leading across the borough. As a municipality with a focus on tourism, it is very important to develop signs and maps to create an easier movement in the city. These should be developed so as to represent the creative character of the municipality and create tourist attractions for visitors. Through competitions, the municipality will try to promote the creativity of young people by establishing programs with the goal of improving road signs and indicative maps, as well as street art.

A green belt will surround all the urbanized areas of the Saranda Municipality. The green belt will have a thickness of 250m-1000m and will serve as a buffer

LINEAR SYSTEMS

Road Infrastructure System
Main Communication Nodes
Seaside Road (pedestrian, cycling)
Sea Connections, Ports, Harbors

- ADMINISTRATIVE BORDER
- MAIN AUTOMOBILE ITINERARY
- MAIN AUTOMOBILE ROAD
- SECONDARY AUTOMOBILE ROAD
- MAIN PROPOSED ROAD
- PEDESTRIAN / CYCLING ITINERARY
- SEA CONNECTION
- GREEN BELT
- NEW TOURISTIC INFRASTRUCTURE
- URBAN LAND
- AGRICULTURAL LAND

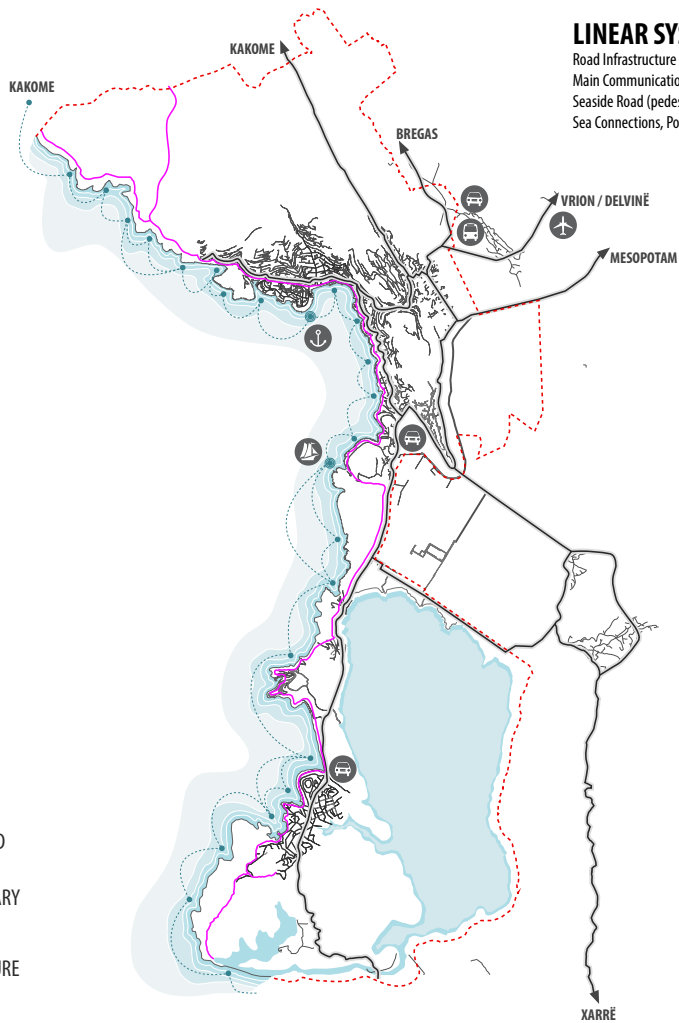


Fig 12 / Infrastructural Linear Systems

source / Saranda 2025, a new vision for sustainable development in the Saranda-Ksamil region

zone between urbanization and other uses such as agriculture and natural character. It will be shaped according to the terrain morphology and perform various functions such as walkingin, cycling, small parks etc. In some places, characteristic trees of the area will be planted. Yet another important function of the green belt is the interconnection of national parks system.

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Fig13 / Saranda waterfront
source / Saranda 2025, a new vision for sustainable development in the Saranda-Ksamil region





Fig14 / Saranda residential area source / Saranda 2025, a new vision for sustainable development in the Saranda-Ksamil region