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Tirana Traffic

The Mitigation of Traffic in Tirana through the
Formal Reconceptualization of the City

A Project of the
Joint International PhD Program IDAUP
POLIS University Albania / University of Ferrara Italy

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The publication collects practical and theoretical concepts gathered and elaborated in structured and thematic contributes by PhD student from IDAUP Program. Chapter 3 collects the IDAUP PhD researchers' contributions, which have undergone a process of double-blind review.

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Preface

Since 2006, POLIS University has been established to respond to the evolving planning and development needs in Albania and the wider Balkan region, particularly in the context of rapid and often unstructured urbanization. This transformation has been especially evident in the capital region of Tirana, where dynamic growth has generated both opportunities and complex urban challenges. From its inception, POLIS University has been closely linked to its mother organization, the Co-PLAN Institute for Habitat Development, which has played a fundamental role in shaping the university's applied and practice-oriented approach. By integrating Co-PLAN's extensive experience in bottom-up planning methodologies, community engagement, and on-the-ground implementation, the university has ensured that pragmatic, realistic, and context-sensitive planning practices are not only preserved but continuously advanced. Furthermore, insights and lessons learned through international cooperation at the local level have been systematically incorporated into both teaching and research activities. In this regard, POLIS University has assumed a leading role in capacity building within the fields of urban planning, urban management, and city sciences in Albania. A significant milestone in this trajectory has been the establishment of dedicated research units, alongside the development of an international joint PhD Program, which together have strengthened the university's research profile and contributed to advancing a comprehensive city-research agenda. Over the past two years, this academic and research framework has been further reinforced through the organization of a series of studios, workshops, and collaborative activities. These initiatives have actively engaged MSc students, PhD researchers, and academic staff from POLIS University (Albania) and University of Ferrara (UNIFE, Italy), fostering a dynamic environment of interdisciplinary exchange and co-creation. One of the most significant achievements of this process has been the successful integration of both local and international students, researchers, and professors, working collectively on real-life urban challenges and problematics directly relevant to Tirana and the Albanian context. The continuity and sustainability of such collaborations already represent a key strength and a notable success story. At the same time, the outputs generated through these processes are not only academically rigorous but also innovative and thought-provoking. They contribute to shaping the foundations of what

can be considered the first emerging planning research school in Albania, reflecting a new generation of planning practice in a post-transition society characterized by rapid socio-spatial transformations. Importantly, the work developed through these academic and research activities is strongly oriented toward addressing pressing issues of high relevance for local and regional authorities. Particular attention has been given to critical challenges such as urban mobility, traffic congestion, and the development of efficient and sustainable public transportation systems in Tirana. These themes are further explored within ongoing staff research projects supported by NASRI/AKKSHI, which aim to provide evidence-based insights and practical recommendations for policy and planning. Some of these findings have been consolidated and presented in this publication, a specialized issue of the OMB Scientific Journal, published by the Mediterranean Observatory (OMB) under Polis-Press, in the framework of the joint PhD Program. This publication reflects a collective effort to bridge academic research, applied knowledge, and policy-oriented outcomes, contributing to a deeper understanding of urban challenges and potential solutions in Albania. We would like to express our sincere gratitude to all professors, researchers, and students who have contributed to this work through their dedication, expertise, and collaborative spirit. Special thanks are extended to NASRI/AKKSHI for their valuable assistance and financial support, which have been instrumental in enabling this research and publication. We strongly believe that the findings and recommendations presented in this volume will serve as a useful and practical resource for policymakers, practitioners, and local authorities in Tirana and across Albania, supporting more informed, sustainable, and resilient urban development pathways.

Prof. Dr. Besnik Aliaj
Rector of Polis University

Tirana has experienced rapid urbanization in recent years in terms of the concentration of people and activities, resulting in new issues that need to be resolved, which require new well-founded policies. At the level of spatial planning (in this case, urban/town planning), reality proves complex as a series of different factors interact in a non-linear manner and constantly create conditions of uncertainty. One of the many symptoms of this type of development is the city's enormous traffic problem. The present double volume, the product of the exhaustive work of many first-year PhD students from POLIS and Ferrara, examines how changing the shape of the city can help address the traffic problem. In fact, it is sought how new urban interventions can create ruptures in the monocentric and largely organic structure of the city, to overcome the informal development and the absence of a classic urban plan, creating new poles in specific peripheral points of the city that are at the limit of the current urban fabric, and have an important historical significance. Certainly, it is a design that escapes the trivial solution of endless traffic regulations and successive and often dead-end technical projects. Obviously, the interventions are also based on good knowledge of certain parameters of the city that are currently possible with the integration of digital technologies, such as Information Modeling, deep learning techniques, Genetic Adversarial Networks (GAN), and energy mapping based on GIS. In addition to the tools, and in conjunction with the selection of new poles, the urban heritage is utilized, which is industrial, as in the case of Kombinat, and Uzina/Shkoza, or ecological and cultural, such as the Erzen River Valley and Lake Paskuqan combined with the boulevard, and even a commuting area for industrial and service activities, Kashar. Of course, the discussion rightly extends to key structural issues such as the competition created by the skyscraper clusters, but also to energy issues and especially to traffic issues, as the proposals for the redesign of areas also include crucial interventions in traffic networks, and proposals for soft tourism. Overall, the works presented, especially when seen in combination, constitute a proposal for a new trajectory of urban development, sensitive to local heritage, with a rediscovery of landscapes and functions, yet grounded in modern tools and new, fruitful ideas. They foreshadow a more human-centered and sustainable city.

*Pantoleon Skayannis
Professor Emeritus, UTH, GR*

The speed of urbanization, the increase in economic capacity, and the migrations from rural areas to cities have produced great pressure on the existing transport infrastructure. Today, traffic in urban areas, especially in big cities are not only a local problem of transport systems, but a complex manifestation of the mismatch between urban form and population density. In this context, protecting the city's heritage while having acceptable traffic throughout all parts of the city represents a serious challenges for both urban planners and especially for traffic planners. The present volume of the Scientific Journal of the Observatory of Mediterranean Basin (SJOMB) focuses on those challenges for the city Tirana, as a capital of Albania, and has a collection of scientific research articles produced by an interdisciplinary group of researchers. They provide a basis for answering on fundamental question how should the city of Tirana be formally configured to avoid or alleviate chronic traffic. At the same time this volume extends beyond the borders of Tirana and help to have the potential to be applicable in other similar contexts for many cities in the Balkan region and in other developing urban areas in the world.

*Nataša Gospić
Professor Emeritus, Adriatic University Bar
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Tirana Traffic

The Mitigation of Traffic in Tirana through the Formal
Reconceptualization of the City

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A project developed in the framework of the
International Doctorate in Architecture and Urban Planning IDAUP
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Temporal Morphologies: Bridging Historical and Contemporary Patterns in Shkoza's Urban Design

DOI: 10.37199/o41011123

Arjola SAVA *PhD IDAUP / University of Ferrara*

Dejvi DAUTI *PhD IDAUP / University of Ferrara*

Abstract - *Urban design flourishes at the intersection of historical context and contemporary requirements, with temporal morphologies playing a significant role in creating resilient and sustainable urban environments. This paper investigates the evolution of Shkoza, a peripheral region in Tirana, by analyzing historical patterns alongside modern urban dynamics. The study synthesizes data collected from various maps of Tirana with contemporary morphological research to explore the impact of historical codes on modern design interventions.*

The main goal of the proposed intervention is to establish a network of plazas that will transform Shkoza into a dynamic urban center. This initiative serves as a structural and functional foundation by connecting different urban areas, decentralizing processes, and alleviating traffic in Tirana's city center. The project highlights the significance of roadways, plazas, and natural features in creating an urban fabric that balances functionality with aesthetic coherence, drawing inspiration from Camillo Sitte and Kevin Lynch.

The methodology includes an analysis to assess the terrain's development potential, including natural flood control measures and the creation of green buffers. This approach ensures the integration of topography with urban design, enhancing land use while promoting sustainability. The analysis also proposes strategies to improve Shkoza's connectivity and functionality within the metropolitan network by utilizing undeveloped areas to accommodate social and commercial activities.

This study underscores progressive development, stakeholder engagement, and adaptive measures for long-term urban resilience, positioning Shkoza as a model for the co-evolution of historical and modern patterns. To address the challenges of urban fragmentation and sprawl, the article advocates for a comprehensive approach to urban design that embraces temporal morphologies and merges historical continuity with contemporary innovation. The findings offer a replicable paradigm for similar contexts, aiming to balance sustainability, mobility, and heritage in urban planning.

Keywords - Decentralization, Mobility, Morphology, Patterns, Sustainability

Introduction

As part of the international workshop organized by Polis University and the University of Ferrara in December 2024, the Shkoza area was the focus of the workshop. The aim was to create a new center node for the city of Tirana while trying to mitigate traffic through the formal reconceptualization of the City.

Shkoza, an area in the east of the city, serves as an excellent case study that combines the fragmented urban patterns resulting from different historical changes with urban development. In recent years, uneven growth has led to fragmented patterns, as the area serves as a transit hub between the

rural periphery of Shkoza and the central urban nucleus. This part of the city serves as an open laboratory for understanding the coexistence of ancestral patterns and modern ones, manifesting in a complex morphology generated by spontaneous constructions from the 1990s until late urban interventions.

Despite the fact that this appears problematic, we will attempt to use it to conceptualize a morphological lens that converts these lacks of coherence into empathy for place and time. This paper aims to examine temporal morphologies to understand the city's historical stratifications and

connect them to the current demands of urban planning. Employing a temporal filter to explore the urban morphology of this area highlights the importance of using historical layers as a guide for accurate and informed architectural and urban interventions. Using morphological theories in conjunction with a critical approach to planning, a new interpretation of Shkoza is presented as an intermediary area where urban planning serves as a link between the past and the future.

Meanwhile, this study aims to investigate Shkoza's transformation while analyzing the connection between historical structures and contemporary urban developments. To make it clearer the orientation of this research, this article tends to give answers to questions: How did Shkoza evolve in relation to urban historical models and existing morphological structures? In what way could these findings orient further interventions on a metropolitan scale? By answering these questions, the purpose is not only to describe the development, but also to identify lessons that can serve as a basis for planning in similar areas in other cities.

The unplanned development of Shkoza, like that of other post-socialist city outskirts, has resulted in an unequal urban landscape with various building typologies, ranging from spontaneous residential buildings to remnants of an industrial past that has already been abandoned; they coexist. With its origins in various social, economic, and political changes, this diversity creates a fertile ground for investigations that aim to both analyze and redefine urban form.

Literature review

In architecture and urban planning, how form is treated has changed from a functionalist standpoint to a more sophisticated one that considers history, time, and the complexity of cities. This theoretical transition has drawn attention to urban morphology as a dynamic process rather than merely a built structure. It emphasizes how important it is to understand the city through its layers of history, impromptu changes, and socioeconomically driven fragmentations. Understanding interrupted places like Shkoza, where spontaneous structures, former agricultural portions, topographical divisions, and

contemporary interventions create a landscape that defies comprehension by a single design logic, requires these components. Aldo Rossi, a prominent architect who has had a significant influence on this approach, claims in his 1966 book "The Architecture of the City" that the city must be viewed as a structure of collective memory in which typologies and artifacts not only serve as functional components but also express identity, history, and a way of living in space. According to Rossi, the city is a palimpsest created over time, where the past is ever-present and crucial for all future interventions, rather than a structure that emerges according to the logic of modernist design. Similar to Rossi (1982), Camillo Sitte (1889) highlights the significance of public form and aesthetic sensibility in the construction of historic cities. This reading, based on Rossi and Sitte, is essential to Shkoza's context: agricultural parcel trails are not "urban chaos," or fragments from independently, but rather indicators of a morphological continuity that must be recognized and understood. The 1994 orthographic map (fig. 1 left) clearly shows these parcel traces, while the 2024 orthographic map (fig. 1 right) shows the filling of parcels with spontaneous structures. As stated by Rossi, it is clear that the historical urban structure appears as a man-made object in modern times, which gradually takes on new meanings. As a result, agricultural land becomes more and more recognized as a part of living structures.

In their 1978 book "Collage City," Colin Rowe and Fred Koetter reaffirmed this view by criticizing the concept of the city as a singular endeavor. They argue that contemporary planning tends to obliterate informality and history in favor of imposing a new, largely context-indifferent order. Instead, the authors suggest that the city is constructed as a collage in which elements of origin, time, and various functions are skillfully blended together without losing its unique identity. They acknowledge that fragmentation is an inherent feature of modern cities and propose that coherence through plurality, rather than artificial uniformity, should be the goal of architecture and urban planning. This strategy is particularly effective in Shkoza because it aids in conceptualizing a new design that transforms existing fragments into components of

a new integrated urban system without destroying them. As Rowe and Koetter point out, this new, contemporary area of Tirana has always been—and always will continue to be—a collage—a blend of the formal and the informal, the utopian and the pragmatic—highlighting the fact that Shkoza is not created as tabula rasa. They also highlight that the city must be encouraged in (Sitte, 1889) (Lynch, 1960) its disjointed state, and we might provide design frameworks that integrate these pieces with memory. In the same logic of the collage of Rowe and Koetter (1978), Kevin Lynch (1960) points out the legibility of the city through the structures as roads, nodes, and referential points, which help in constructing the spatial understanding. As seen in Figure 2, the most important buildings from history (the fabrics) are preserved as strong elements that have remained unaffected by the passage of time.

Additionally, Vitor Oliveira's theories in "Urban forms: the death and life of urban block" (2016) provide a morphological analysis model based on three processes: sustainability, transformation, and substitution. This idea of the city as a complex structure has found practical application over time. According to Oliveira, a thorough and accurate examination of urban blocks, parcels, and infrastructure allows us to piece together the history of how this area of the city came to be. It also helps us determine which structures have remained in use, which have been modified or are no longer in use. This helps in determining the possibility of effective solutions that do not take away from the area's current nature. This method gives tools to read the ground as a dynamic system in transition in Shkoza, where functional fragmentation and topological interruptions coexist, as we can see in the figure 3.

Jeremy Whitehand, who represents the Conzenian approach to morphology, emphasizes the significance of interpreting the city by its physical elements, such as the road network, site shapes, and building typologies, in a similar manner to how urban facts are analyzed. In "Conzenian Urban Morphology," he makes the case that the form of a city is built upon a series of successive transformations that may be traced via the analysis of urban planning. By interpreting the grammar of urban form in this way, it is possible to see the periphery areas—which are based on disorganized manners—as crucial components of a larger historical process. In Shkoza, where the lines separating rural areas, informality, and other novel interventions are blurred but not invisible in the alphabet of plans, this is particularly crucial.

However, Alexander R. Cuthbert goes beyond the formal analysis in his 2003 book "Analyzing Cities," placing these readings in a broader, more critical context and contending that the city's shape also reflects ideology, capital, and power. According to him, economic actors' interests are frequently prioritized over the requirements of the populace in urban development, and these asymmetries must be taken into account in critical planning. In this sense, fragmentation is caused by politics that marginalizes one area of the city while favoring another, in addition to the form. This idea is particularly relevant to Tirana, where neighborhoods like Shkoza have the potential for inclusive and sustainable urban redevelopment despite frequently being overlooked in development. Like others, Maria Cecilia Marengo's study of Cordoba, Argentina (Urban Growth by Fragments, 2023) examines in detail how public housing politics have produced isolated, mostly fragmented

districts that are not connected to other parts of the city. Marengo notes that this low-cost land-based intervention in outlying areas creates new types of spatial segregation and is driven more by commercial interests than by community needs. This reasoning is the same as that seen in Shkoza, where the functional and physical divisions come from both informality and the lack of a coordinated urban development goal, even though the settings may differ.

From another perspective, considering Sotir Dhamos' analysis of the three urban models in Tirana, or "Patterns at a Glance" as the author called it, the integration of space quality, social areas, and land use patterns results in the development of new models. These models are frequently associated with the inhabitants, social relations, and informal dynamics. This way, we can study Tirana as a model for Shkoza and also as a caution for future scenarios. Finally, this concept approach aligns with the findings of Reyes-Schade et al. (2024) in their research of Barcelona, Spain's Trambesos neighborhood, where public spaces and public transportation are integrated as part of the city's framework. In order to overcome urban fragmentation and create a new integrated, functional structure, they propose interventions at various urban scales, ranging from nodes to articulation axes. The most pertinent aspect of this work is the use of transportation as a vertebral structure of the city, which reduces motion and establishes new spatial and social relationships. This reasoning could lead to interventions in Shkoza, where the lack of functional connections and public infrastructure has left the area divided; however, there is also a significant opportunity for urban reconciliation through a modern and sensitive morphological approach.

Tools and Methodology

This paper's methodology combines critical reflection on the potential for architectonic intervention, historical spatial layering interpretation, and urban morphological study. The Shkoza area in eastern Tirana was selected as the case study because it is a representative area of a transitioning morphology, which is marked by spontaneous urban forms, agricultural development patterns, construction associated with new infrastructure, and prospects for additional integration into the metropolitan structure.

Working directly with the selected area during the 10th International Workshop, "The Mitigation of Traffic in Tirana through the Formal Reconceptualization of the City," which was conducted at Polis University in December 2024, has been a crucial component. In order to establish techniques for graphic interpretation, visual analysis, and the idea of Shkoza as a new urban node of Tirana, an experimental terrain was created during this workshop. Graphical methods such as density analysis, access networks, vacant space identification, and the possibility of overlapped functions (mixed-use strategies) were used within this frame. By using the current morphology as a foundational model for future forecasts, these methods are used to construct possible possibilities for progress without discounting it.

This study's primary methodology is morphological analysis, which is grounded in the Conzenian tradition. This analysis focuses on three elements: building type, agricultural parcels, and the road network. To enhance the credibility of the results, it employs triangulation by comparing historical maps, field observations, and institutional data



Fig. 1. Shkoza's changes from 1994 (left) to 2024 (right) are illustrated with orthophotos from Asig Geoport. The aerial images reveal the expansion of the built-up area and landscape transformation, highlighting the gradual urban sprawl over 30 years. The images clearly depict the densification and fragmentation of the space, providing a direct illustration of the broad urban transformation.

Source/ ASig Geoport (2024)

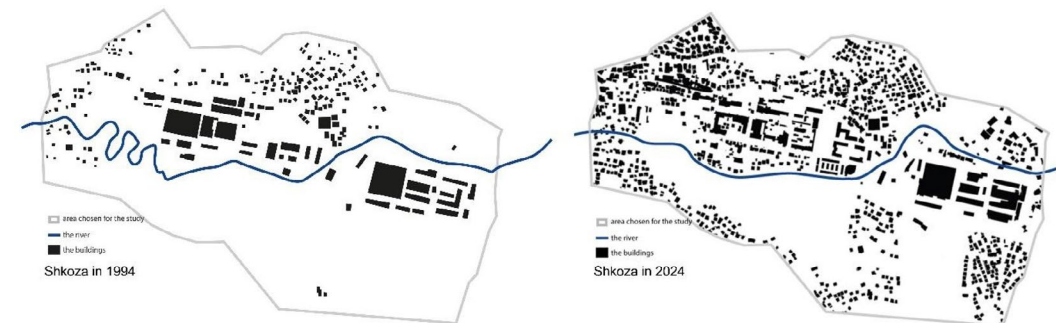


Fig. 2. Shkoza's existing buildings from 1994 (left) to 2024 (right). The visual comparison emphasizes the swift urbanization of the cityscape, where spontaneous interventions and historical layers evolve alongside new developments.

Source/ Elaborated by the author, 2025

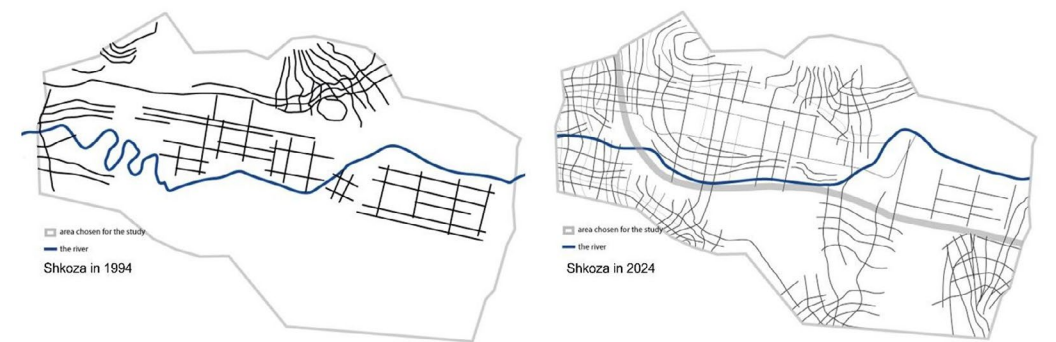


Fig. 3. Morphological analysis of the existing structure in Shkoza in 1994 (left) and 2024 (right). This comparison illustrates the shift from a dispersed urban layout to a more dense morphological structure, where new buildings have filled empty spaces and altered the existing typology.

Source/ Elaborated by the author, 2025

on urban development. This approach helps mitigate limitations that could arise from relying on a single data source. Although the study does not directly incorporate the voices of institutional bodies or local communities, their perspectives are vital for a comprehensive understanding of urban changes. Therefore, including insights from residents and decision-makers is recommended as a next step to add the social and political context to the morphological analysis. This is achieved by contrasting the real advancements depicted in digital platforms (such as Geoport, Asig, Google Earth, and OpenStreetMap) with the urban changes in the region (as shown by orthographic imagery). In order to detect changes over the past few decades and determine if the

physical structure of the land is coherent or not, the surveillance is finished with terrain recording using digital photographs, sketching, etc. Along with formal analysis, the study additionally employs a diachronic method, which seeks to discover historical layers of interventions and their effects on actual form in order to comprehend how the region has changed over time. Archival materials, urban documentation, and the interpretation of past spatial, encompassing parcel traces morphology are all used to accomplish this. This reading is also full of theoretical references that help to structure the analysis: Cuthbert for the relationship between the form and social and political forces, Whitehand for the continuity of the structure, Oliveira for the transformation logic of

the urban block, Rowe and Koetter for collage as a building method over the existing, and Rossi for the city's memory.

A flexible and interdisciplinary approach that tends to maintain tension between three elements—history, spatially analysis, and planning—defines the methodology used. By employing temporal morphology as a means of interpretation and a foundation for time-sensitive architectural interventions, this project aims to not only comprehend Shkoza but also to advance a larger conversation about design in fragmented contexts.

Conclusion

The developed analysis in this paper, supported by the experience gained in the international workshop on Shkoza and the theoretical literature readings on urban morphology, highlights the importance of understanding the city as a complex and multitemporal system. Shkoza, as an area positioned between the consolidated city and the untreated periphery, represents a tense area between unconsidered history and rapid, primarily informal development. This spatial fragmentation should not be viewed solely as an urban problem but as an opportunity to understand new dynamics of cohabitation between the form and usage of urban space. The findings of this study reveal that a thorough examination of morphological layers—such as block configurations, transportation networks, land parcel sizes, and building interactions—offers a robust framework for comprehending a region's history and its future development potential. The notion of “temporal morphologies” promotes a non-linear interpretation of the city, allowing historic sites, spontaneous adaptations, and modern requirements to harmoniously coexist in an open and collaborative framework.

In this regard, it is suggested that urban planning processes and projects adopt a strategy that respects and involves the historical context of places like Shkoza. This approach does not imply merely nostalgically preserving the past, but instead promotes a thoughtful and innovative understanding of how historical layers contribute to new urban perspectives. Techniques such as “urban collage,” Conzenian morphological analysis, and visual storytelling can serve as valuable tools in this effort.

Furthermore, engaging the local community in exploring and reshaping the space is essential. The workshop revealed that small-scale interventions, whether symbolic or functional, could foster gradual transformations that are sustainable and resonate with residents. This approach ensures that urban fragments are integrated into a growth framework, where the relationship between the old and new develops organically rather than being forcibly applied.

Ultimately, this reflection and action model should be applied to other areas with similar characteristics, whether domestically in Albania or internationally, by recognizing challenges and opportunities for innovative design and urban planning solutions. Beyond analyzing the concrete case of Shkoza, this study aims to contribute to a broader understanding of urban transformations in the peripheral areas of Albanian cities and beyond. By examining how historical layers coexist with new interventions, it offers valuable insights for urban policies and practices that need to preserve local identity while addressing modern development needs. This approach could serve as a model for similar analyses in peripheral areas, expanding the impact of these findings beyond the case study

boundaries.

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7.1

Conclusion – Proposals for Traffic Mitigation

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Conclusions

Conclusion – Proposals for Traffic Mitigation

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This new volume of the Scientific Journal of the Observatory of the Mediterranean Basin brings a broad overview of the challenges and opportunities of urban development in Tirana and the surrounding regions. The selected articles are not simply academic studies, but new visions for the future of the city, where history, technology and citizen participation come together to create sustainable development models.

Decentralization of the city and consequently of traffic and urban mobility includes works that directly address the challenge of congestion in the center of Tirana. Morika Kakinuma Deangelis, in the article "Decentralizing Traffic Congestion in Tirana's Urban Centre: Re-interpreting Spontaneous Commuting as a Tool for Sustainable Growth in Kashar", proposes a methodological framework that reads urban form through the small daily decisions of commuters, aiming at the decentralization of congestion points and the creation of new peripheral poles. In the same vein, Andia Vllamasi, with "Exploring the Feasibility of Using GANs for Traffic Mitigation", analyzes how generative adversarial networks (GANs) can generate new alternatives for the urban structure in Shkozë, reducing traffic and supporting the creation of a second urban center. Alma Gjonaj, in "Access to Historic Buildings and Traffic Flow in Tirana", examines the connection between historical monuments and the formation of congestion, proposing measures for public transport, pedestrian infrastructure and parking management. Vjola Ziu, with "The Role of Urban Mobility in Shaping City's Image and Boosting Tourism", connects mobility with the city's image and tourism, suggesting the use of micromobility to increase access to main attractions.

The topic of Digital Technology and Sustainable Planning is addressed in articles that examine the role of new technological tools in urban planning. Chiara Marcantonio, in "Integrated and Multilevel Knowledge", shows how GIS, laser scanning, photogrammetry and H BIM can support heritage conservation and sustainable planning, turning cultural heritage into a strategic resource for revitalization. Giulia Albini, with "Navigating

Urban Complexity: The Role of City Information Modeling", explores the role of CIM in integrating spatial, infrastructural and social data, for more responsive and participatory policies. Erjon Çobani, in "Towards New Heights", analyzes the impact of new towers on the urban transformation of Tirana, proposing methods for assessing their role in the city's identity and urban density. In "Impact of rapid private motorisation growth on Tirana's traffic", Luca Lezzerini and Andia Vllamasi argue that the motorization is not the cause but a "trigger" that has revealed system wide criticalities that range from digital infrastructure and communication to physical urban infrastructures. These articles place Tirana in a global context, where digital technologies and contemporary architecture are an inseparable part of planning.

The traffic topic in relation to Cultural Heritage and urban regeneration is addressed in articles that combine the preservation of the past with the needs of the future. Luca Formigari, in "Beyond Kombinat", uses morphological analysis of the Erzen valley to propose interventions that preserve agriculture and limit uncontrolled expansion. Nicola Pio Di Tommaso, with "Inner Area and Historic Villages: Two Sides of the Same Coin?", analyzes the relationship between inner areas and historic villages, proposing regeneration models based on rural identity and co-planning. Riccardo Altobello, in "Integrating Heritage Conservation and Sustainable Urban Redevelopment", explores the transformation of a former textile factory into a "city within a city", balancing preservation with modernization. Zhuo Chang, in "Paskuqan Lake's Regeneration", proposes the regeneration of the lake area through green corridors and the integration of public transport, creating a new residential and recreational pole. In "From Abandonment to Interpretation", Erida Curraj makes the case that the restoration and rehabilitation of the existing abandoned industrial heritage can be transformed into an urban and territorial infrastructure that enables both sustainable tourism and integrated local urbanisms. These articles show that heritage is not an obstacle to development, but a basis for new urban visions. Energy, ecology and theoretical visions of

decentralization include works that link ecological transition to urban planning. Karla Cavallari, in "Integrated Energy Methodologies for Urban Ecological Transition", suggests the creation of Renewable Energy Communities in Kombinat, linking urban regeneration with local energy production. Tommaso Paolo Emiliano Randazzo presents a theoretical approach to the decentralization of functions and the creation of peripheral centers to reduce traffic congestion in the article "A Vision for Tirana's Traffic Mitigation". Arjola Sava and Dejvi Dauti treat the Shkoza area as a territory with historical layers and informal development, proposing a morphological approach that transforms it into a functional peripheral center in the article "Temporal Morphologies". These contributions see ecology and the theory of decentralization as part of an integrated vision for the city.

And finally, this volume of SJOMB contains two additional contributions that deal with the morphological structure of the city. While, at first sight, these articles do not deal directly with the problem of traffic, they do however cast light on the urban structure of Tirana and its historical evolution, and how such structure forms the context of Tirana's contemporary developments. In "The Structure of Tirana from 1614 to 1943", Genti Avdiija argues the structure of Tirana is the result of continuities and discontinuities, of its inherited radial shape and several interventions by the Italian architects of the 30-s and 40s. In "Fragmented Densification and Urban Form in Contemporary Tirana", Jonila Prifti offers a critique of the quantitative and formulaic mentalities and practices of planning, while arguing the importance of a morphological and phenomenological approach to the city, which would enable and sustain urban unity, continuity, and coherence.

This volume of SJOMB positions Tirana as a living laboratory where traffic challenges, cultural heritage, digital technologies and ecological transition intertwine to create new development models. The articles grouped under these four main themes offer not only detailed analyses, but also

bold visions for the city's future. The journal aims to foster interdisciplinary dialogue and offer new ideas for today's urban challenges, placing Tirana at the center of a broader debate on cities in transition and their sustainable future. This is a volume that invites the reader to look beyond the boundaries of traditional planning and imagine a city where mobility, heritage, technology and ecology coexist in harmony.

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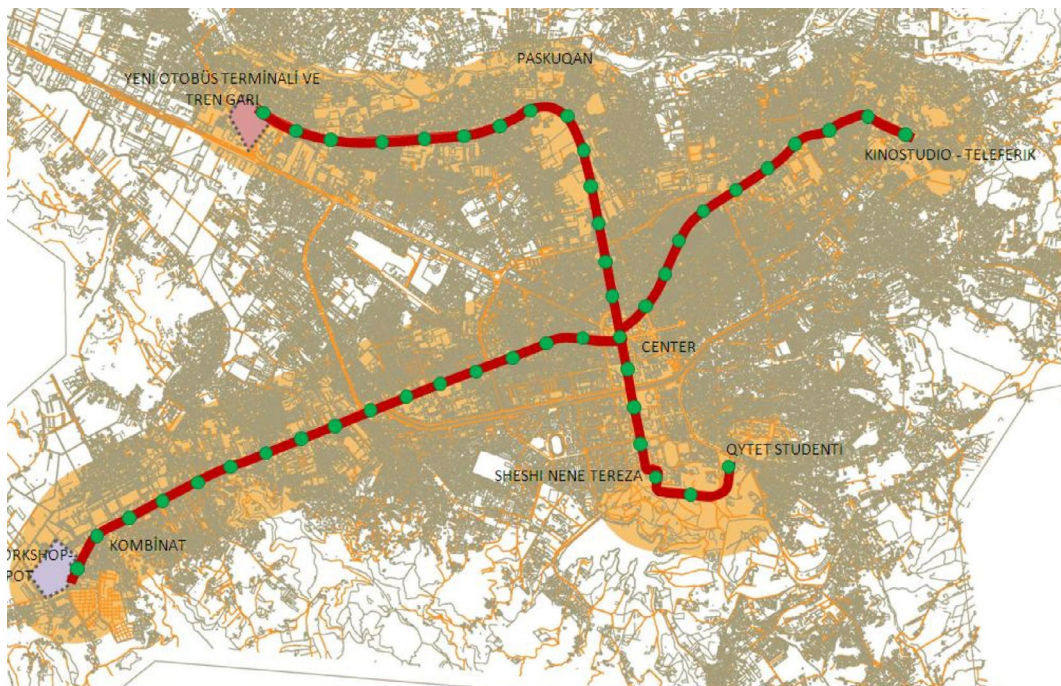


Fig. 1. Tirana Tramway Project. Source/ Tirana Municipality

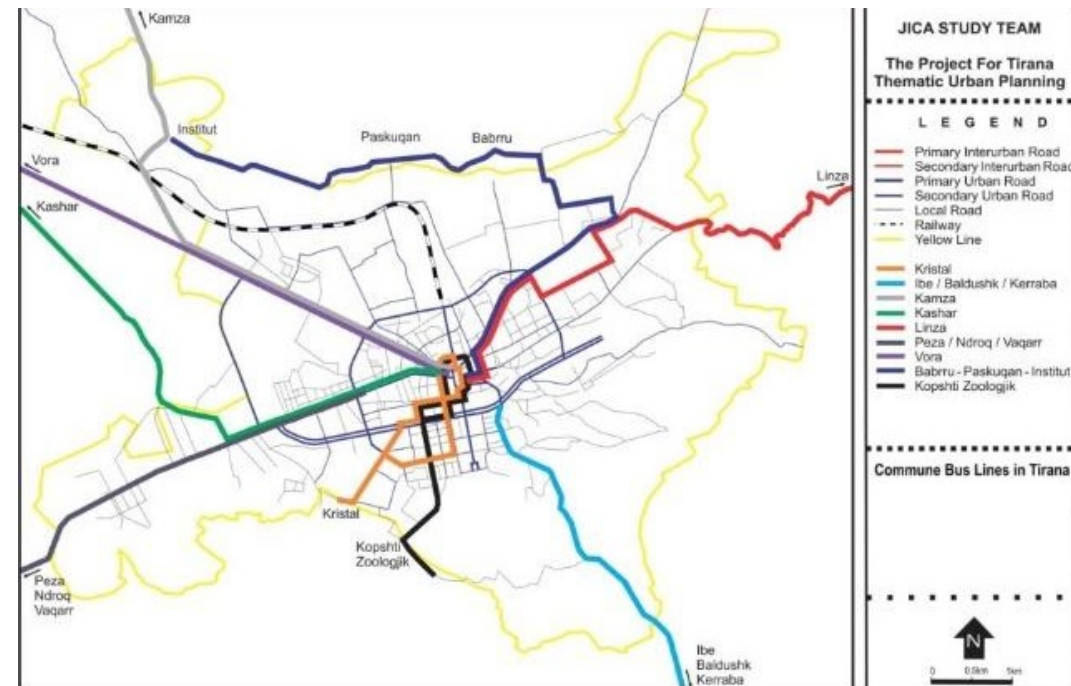


Fig. 3. Analyzing Transport Problems in Tirana on a Sound Scientific System Base. Source/ A. Seitllari, E. Luga (2016)

Harta e Sistemit

System Map



Fig. 2. Tirana Tramway Project. Source/ Tirana Municipality

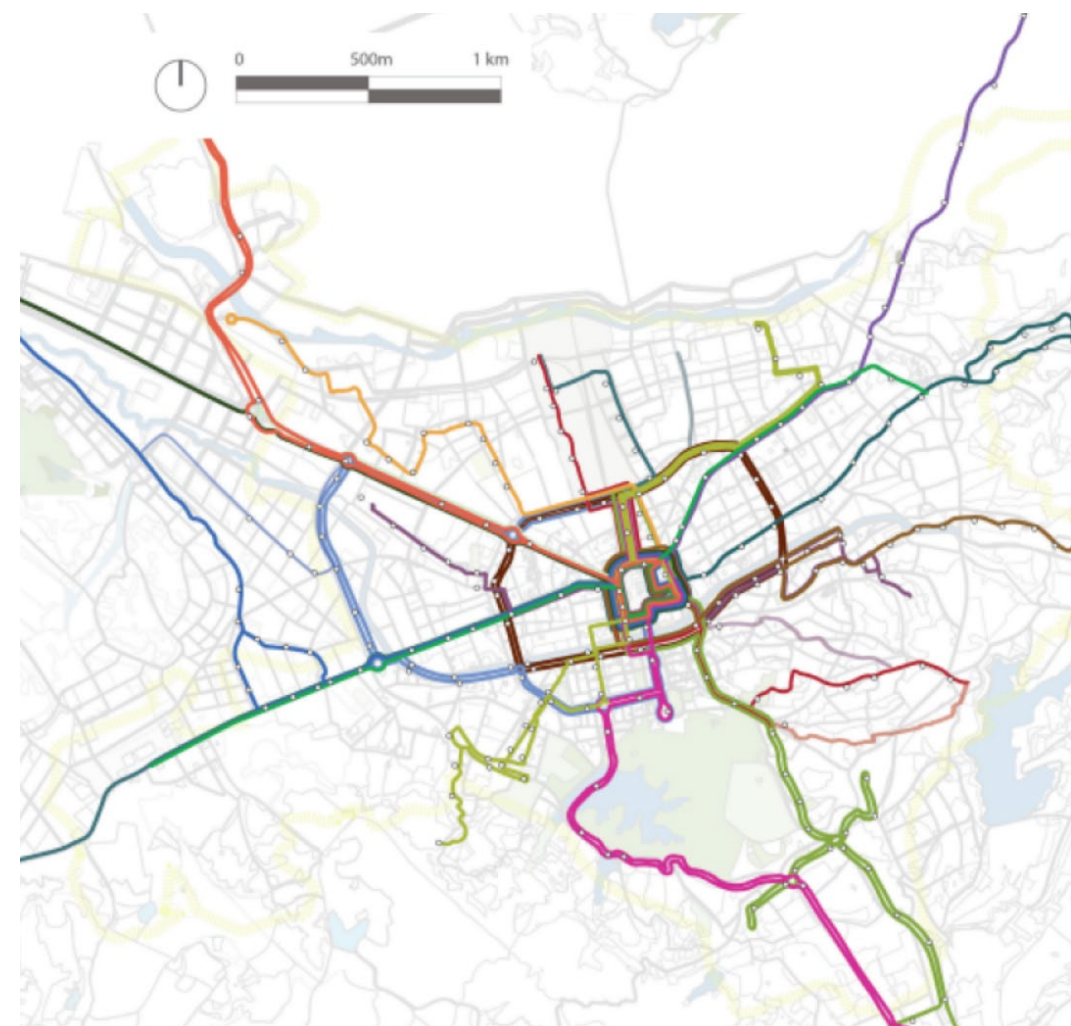


Fig. 4. Tirana Tramway Project. Source/ Tirana Municipality

Tirana Bus Map

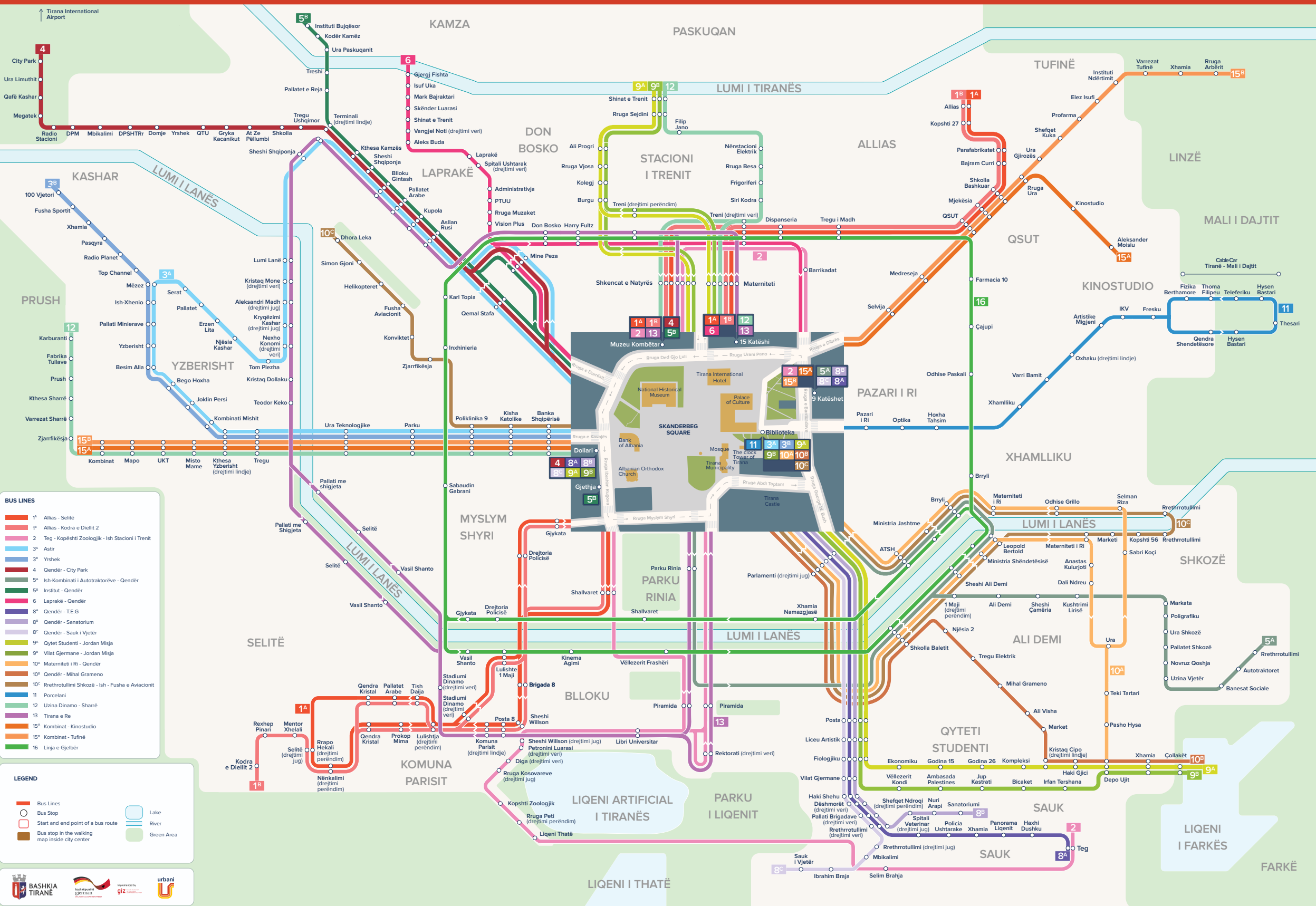


Fig. 5. SUTI Plan.
Source/ Tirana Municipality



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