



VILNIUS SUMP

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WHERE DID WE CAME FROM?

- Mobility management and mobility planning processes as an integrated concepts were not known/used at all until 21st century.
- Activities related to MM organized by local authorities or non-governmental organizations were commonly aimed at a specific goal, not related to changing mobility habits and life quality of population.
- There is high need to decrease dependence from trips by car (1st place in ES, EUROSTAT) and private car ownership (2-4 place in ES)

CURRENT SITUATION









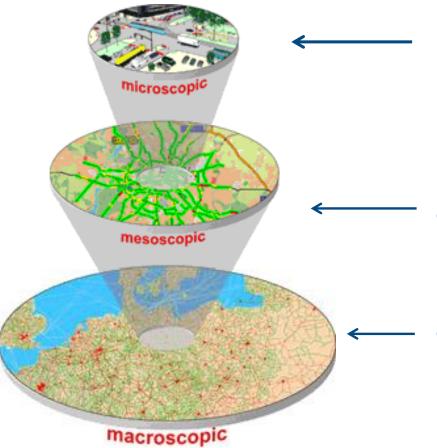






- Congestion;
- Lack of spaces for parking;
- Public transport doesn't meet passengers expectation for quality;
- Not convenient infrastructure for pedestrians, cyclists and people with special needs;
- Lack of maintained green spaces;
- Increasing air pollution and noise.

IDENTIFYING AND WORKING WITH STAKEHOLDERS from 2006



Local level: public authorities, planners, regulators, academic staff and public transport operators.

Regional level: Region Councils

National level: public authorities from European Parliament, LR Parliament LR Environmental Ministry, LR Ministry of Transport and Communications;



WHAT HAVE WE ACHIEVED

- Very strong support in Ministry of Transport and Communication, less but still in other related Ministries;
- Quite high awareness about Mobility Management and Sustainable Urban Mobility Planning processes in local authorities;
- Recognition of the topic in various national legal and strategic documents.



SUMP COMPONENTS (according to Lithuanian Guidelines for SUMP)



Existing mobility analysis

Thematic areas analysis

Urban mobility scenarios and action plan submission

EXISTING MOBILITY ANALYSIS INTERPRETARIES IN THE PROPERTY OF T

- Congestion;
- The existing spatial planning documents, development and strategy programs analysis;
- Urban population growth and trend analysis;
- Traveling statistics (speed, time spent, price and etc.);
- Modal split;
- > Statistic of Accidents (by mode of transport).



THEMATIC AREAS ANALYSIS





1.

Promotion of public transport



2.

Non-motor vehicle integration



3.

Modal shift



4

Traffic safety and transport security



5.

Improvement of traffic organization and mobility management



6.

City logistics



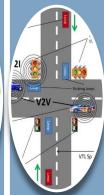
7.

Integration of people with special needs



8.

Promotion
of
alternative
fuels and
clean
vehicles



9.

ITS demand assessment

SUMP thematic areas

ES Funding: SUPPORTED ACTIVITIES



According to action plans, prepared in 18 SUMPs – 29,5 MLN. EUR ES funding will be available.

7,7 MLN for Vilnius only.

- 1. ITS for PT effectivenes s
- 2. PT infrastructur e
- Infrastructur
 e adaptation
 for disabled
 people
- 4. PT interaction systems
 - Park and Ride;
 - Bike and Ride;
 - Bike sharing.

- 5. Vehicle adaptation for disabled people
- 6. Safety and security

- PT priority systems;
- > e-tickets;
- Multimodal route planning;
- PTDissemination andPlanning;
- > Other.

- BRT systems;
- Network of ebusses charging;
- > Bus lines:
- Bus stops.

- Streets, pedestrian zones, pavilions adaptation
- Universal design;

for DP:

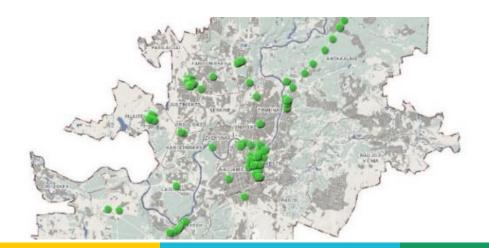
Cable transport installation.

- PT adaptation for disabled people;
- Suburban
 PT
 adaptation
 for disabled
 people.
- Monitoring equipment in terminals and vehicles;
- Safety in school busses (alcoblock, etc.)



WE HAVE IN VILNIUS:

- Special plan for cycling routes (2014) and guide book (2016)
- ➤ Interactive map indicting 400+ spots where cycling is problematic (2015)
- > "Streets friendly to cycle" and other



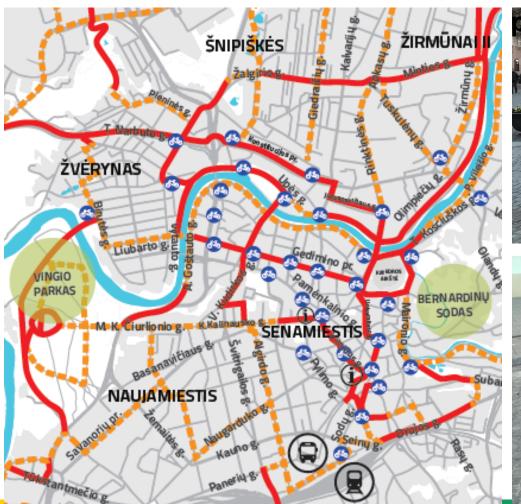






PROMOTION OF USING BICYCLE Interreg Europe Interreg Europe

230 km bicycle path until 2020



Bicycle stand in parking

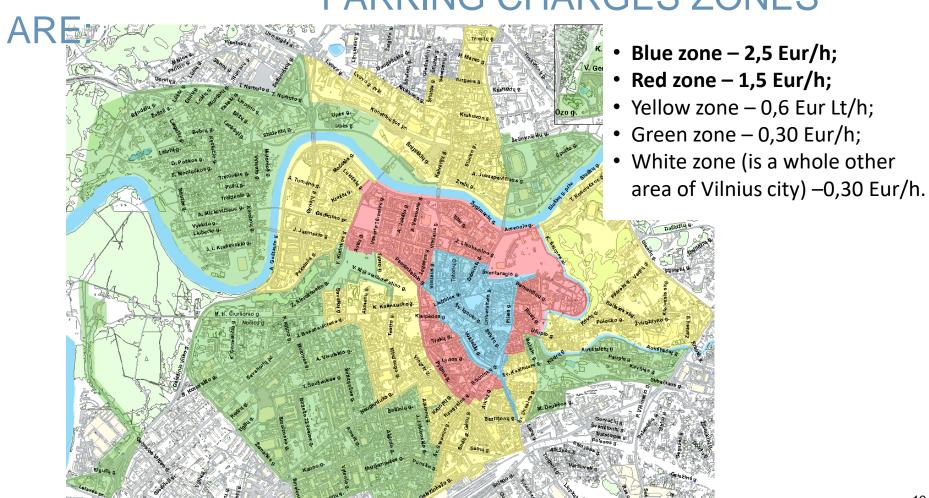




PARKING ZONES 2017-02-01



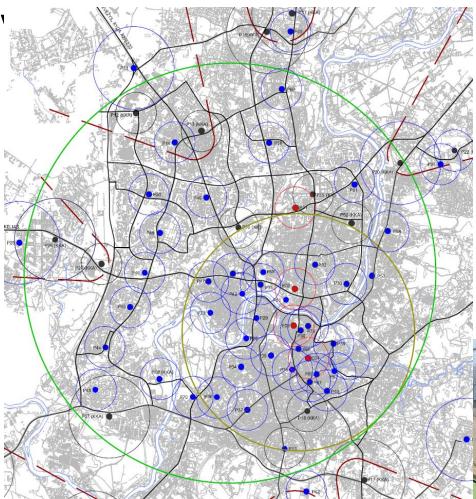
PARKING CHARGES ZONES



PROMOTION OF ELECTRIC VEHICLES



Charging station plan until 2020 in



- Since 2011 electric cars can park in Vilnius with annual permit of for 4,30 Eur.
- > E-cars can drive in the Public tranport lane.
- Free charging stations.
- During 2017 will be installed 5 fast-charging stations at the city limit, Project is funded by European Union.

Development of the

SO CITIES DON'T NECESSARY NEED TO BE FUNDED TO INVEST TO SUSTAINABILITY.

Here is the list of measures, we had implemented in Vilnius City already, thus tested our decisions:

- Public transport enhancements







VISION, STRATEGIC GOALS



One's time spent in a traffic jam per year

That much transit trips by car are made in city centre







Not everyone is equally save in a street – cyclists get injured during accidents in Vilnius 4 times more often than other.



Infrastructure is not always implemented properly to fit special people' needs, central part of the city is adapted the best, suburban parts are often forgotten.





WELFARE

That much of income is dedicated for having a car and meeting ones' mobility needs.

Because of low physical activity more and more people obese, this number had even doubled in some age groups during past years.





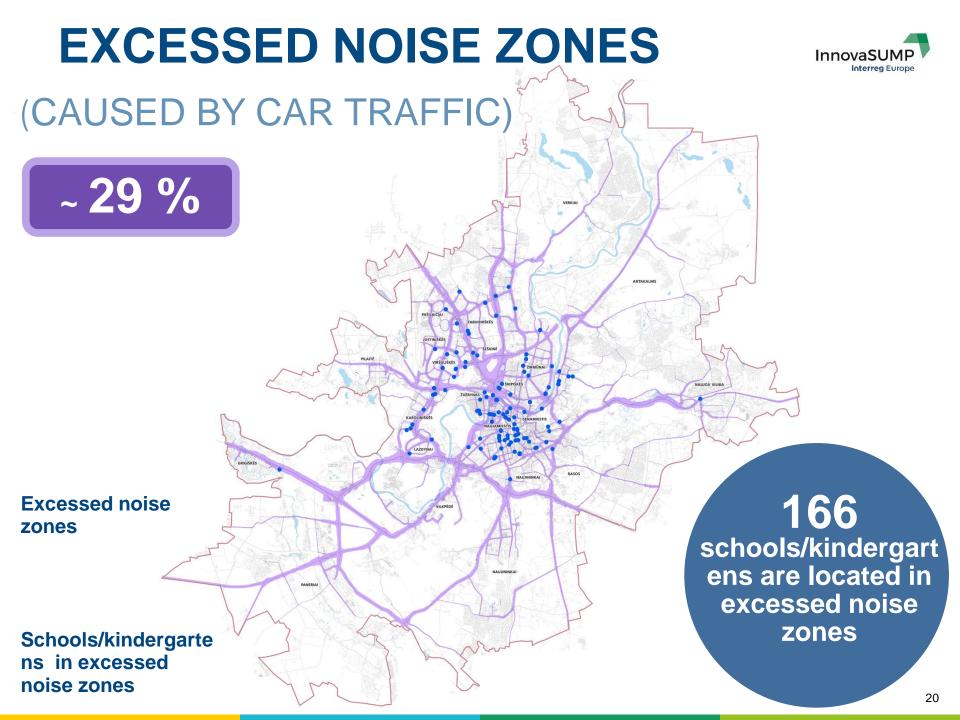


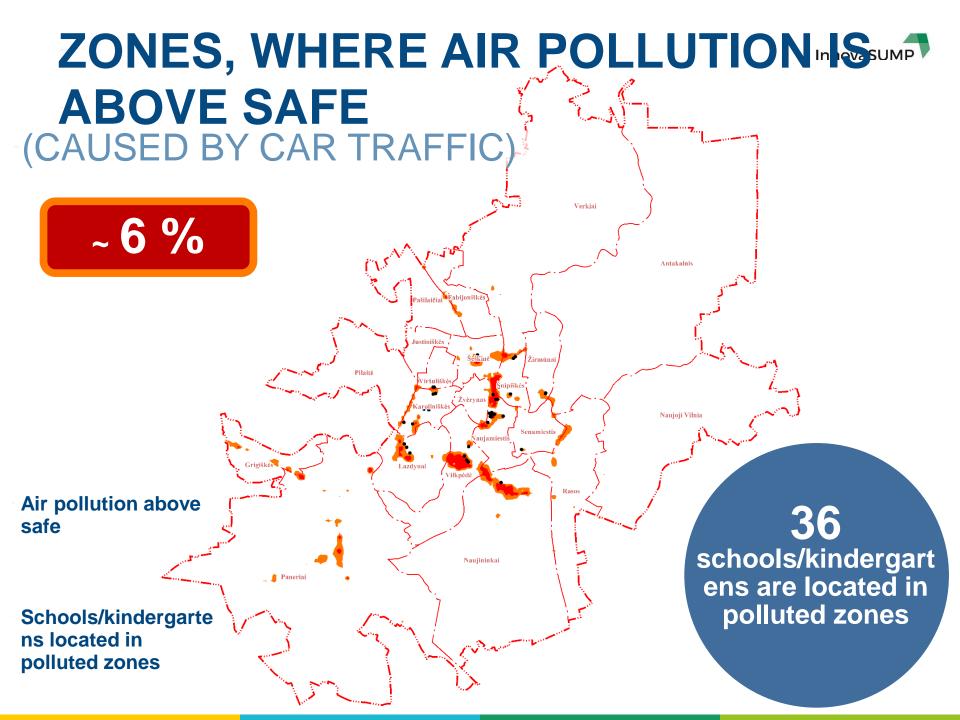
That many citizens live in excessed noise zones, where 70 % of cases are caused by transport.

Main noise sources in Vilnius agglomeration:

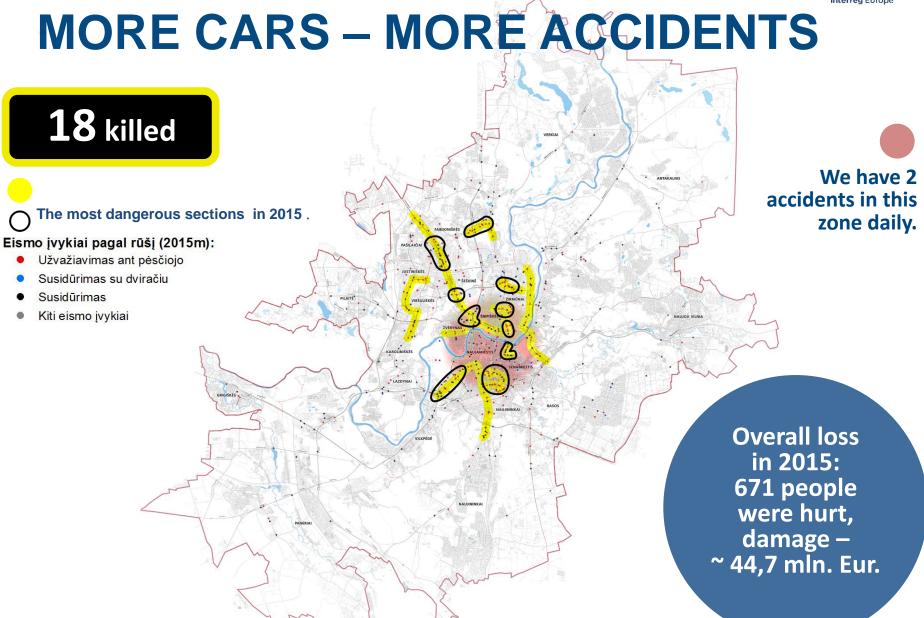
cars – 93 %, airplanes – 4,8 %, railway – 1,4 %, industry – 0,8 %.











VILNIUS VISION 2030



TRAVELLING IN VILNIUS – SAFE, FUN AND COMFORTABLE!

Forming/changing society's travelling habits

By encouraging and improving conditions to travel by public transport, cycle or walk

Management/
regulation of
motorised transport

Eliminating transit from old part of Vilnius and achieving decrease of motorisation level.

Coordination of urban development

Regulating urban sprawl and ensuring effective management of urban freight

6 strategic goals

1

XX proc. more of commuting trips on foots or with bicycle;

2.

To achieve that for XX proc. of citizens using public transport would be more convenient than riding a car.

3.

By XX proc. to decrease air and noise pollution, waste of time, number of accidents and lack of physical activity.

4.

To reduce by XX proc. traffic flows in central part, inner residential areas and ZZ proc. in main metropolitan arteries.

5

Urban policy should ensure accessibility by 3 means of transport at least.

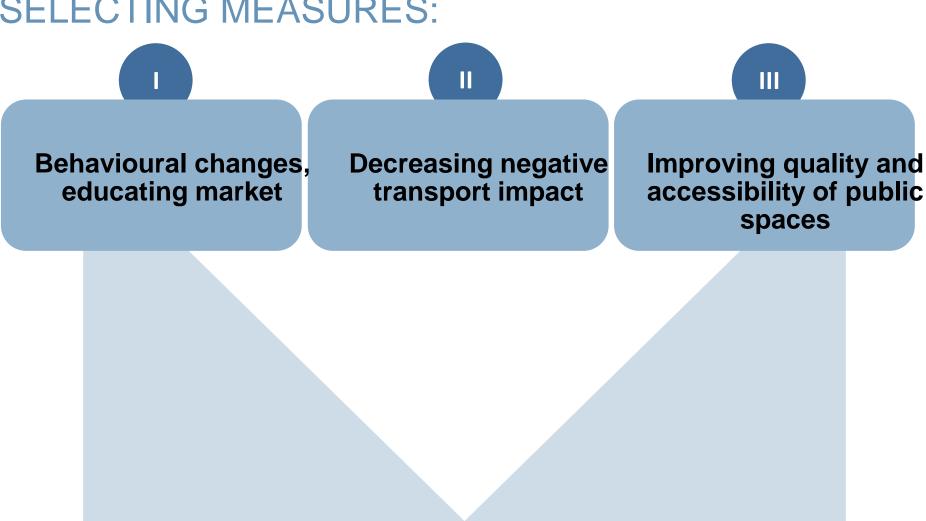
6.

XX proc. of motorised spaces give to public. To implement "Shared spaces" "concept.

THEREFORE-



3 CLEAR METHODICAL APPROACHES FOR SELECTING MEASURES:



MEASURES



MEASURES

It is crucial to check/test effectiveness of measures before choosing them.

For this we will do:

MODELLING

ECONOMICAL ASSESMENT

GOOD CASE STUDIES ANALYSIS





Thank you!









Projects media