Vilnius peer review report

Reviewed city: **Vilnius**, city representatives - Aušra Sičiūnienė (City of Vilnius, project coordinator), Anton Nikitin (ME “Susisiekimo paslaugos”, project partner), Kristina Gaučė (project mobility expert), Marija Frolova (coordinator for communication and evaluation processes).

Reviewers: Nika Kotoviča (City of Riga, project coordinator), Janis Andinš (City of Riga, project expert), Nanna Lindell (City of Karlskona, project coordinator) Esther Kreutz (project and communication coordinator), Cajsa Andersson (City of Karlskrona), Kenneth Gyllensting (City of Karlskrona, project coordinator), Kent Lindstrom (City of Karlskrona), Mart Veliste (IBS, project partner)

Date: **16 October 2019**

Short description of the scope:

Vilnius is the capital of Lithuania and has 617 000 inhabitants. The city is located in the southeast part of Lithuania with the Neris river flowing through the city center. Vilnius is not a very dense city and has a tendency to expand. Work places are also often further away from residential areas which cause a high number of daily commuters.

Pilot area (see fig. 1.) – Antakalnis - is situated on the north-east side of the densely urbanized part in Vilnius city and covers 6,54 sq.km. It contains 6 sub-areas, formed according to the main commuting nets. Given that this area is located on the periphery of an urbanized zone, sub-areas have different characteristics. Overall the pilot area has about 14,4 thousand inhabitants and population growth rate 0,2 %.

Figure 1. Pilot area (marked blue)
Source: ME “Vilniaus planas”

In a close-up orthophoto view (see Fig. 2.) differences in urban structure of the Pilot area are very clear. On the east and north sides, it is less urbanized, thus less populated. The main concentration of the population is located along the river Neris (marked red), there medium-high

Figure 2. Pilot area close-up (orthophoto view)
Source: www.maps.google.com

density of the development is present. This part of the Pilot area has strong north-south axis parallel to the river with three connection points to the other side of it, leading to the central parts of the city. On the east side there is a big territory of a low-density development (individual housing and personal gardens) located. It has a poor access to the transport infrastructure in the main development zone. Further north and east suburban areas with individual or low-density development are located.

Analysis of the current situation in the Antakalnis district showed that motorization level in the area is lower than average number in whole Vilnius city. Despite of that share of trips, made by car in Antakalnis is higher than in the rest of the city (64,3 % vs. 48,3 %). This indicates high rate of transit through this particular district and the opportunity to reduce it with help of cities.multimodal project.

The pilot area chosen for the mobility points project is very appropriate because of big passenger flows, workplaces, academic and medical facilities. The area is on the edge of the city and has good public transport service, which is very important in order to convince car users to change their habits.

The city adopted the SUMP for Vilnius in 2018. Goals and measures introduced in SUMP were reviewed and re-adjusted to the local situation in the Pilot area. Vilnius already has four Park and Ride (P+R) facilities, additional multimodality points were suggested in Vilnius' SUMP (see fig.3, multimodal points are marked blue). One of these points is located in the Pilot area (multimodal point marked bright red), this is why it was the first location to be analyzed and developed in a more detailed scale in the SUMP for the Pilot area.

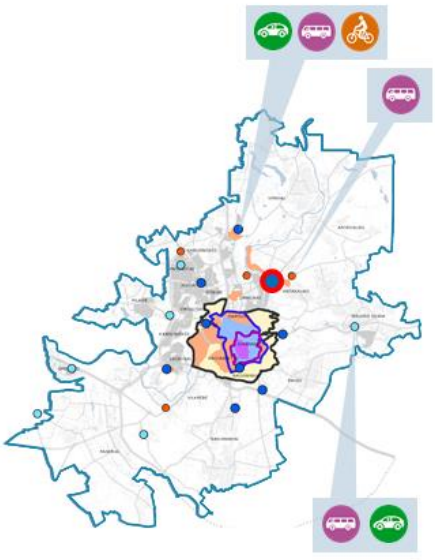
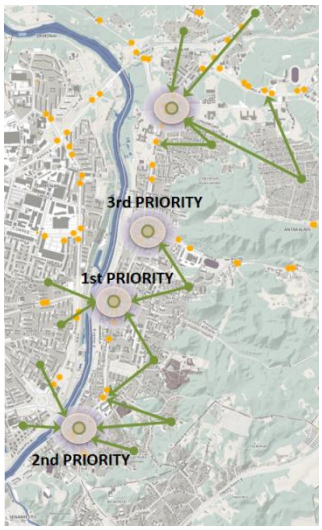


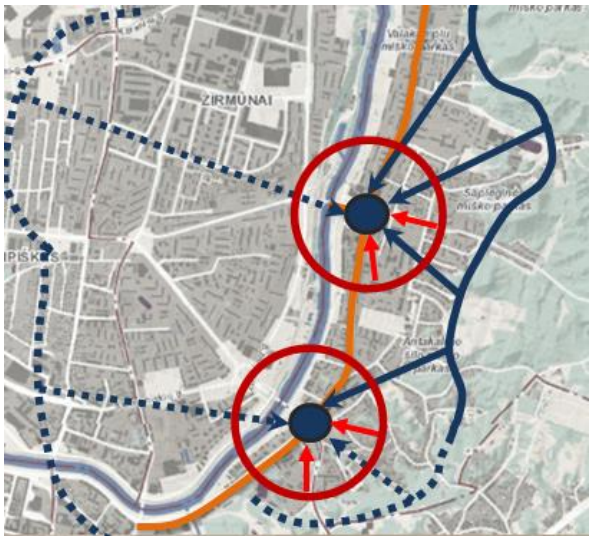
Figure 3. Vilnius' SUMP. P+R facilities



During the planning process the idea of one big mobility point was transformed into the new concept: network of mobility points. Now there are one big multimodality point and several smaller ones MP's planned in the Pilot area. All points are to be located near the main transport axis (Antakalnis str.) and placed near the intensely used PT stops. Main mobility point is planned to be located in north part of the Pilot area. In this multimodal point many services would be provided, depending on its popularity and efficiency (P+R, bigger parking for electric cars and car-sharing, big bicycle storage, bike-sharing point etc.).

Figure 4. Multimodal mobility points

Figure 5. Accessibility of multimodal points



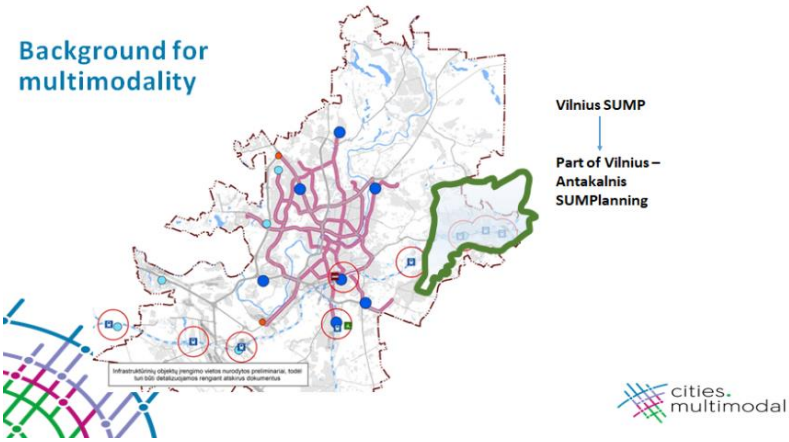
Misleading perception and resonance in local society of the planned mobility point led to the decision to test needs and reaction of the residents and other passengers through installing smaller scale mobility points first. Two small multimodal points near Šilas bridge and near church of St. Peter & St. Paul are planned (see blue dots marked on the scheme on the right). These points are situated on the main PT axis (marked orange) near the PT stops. They have good connection with Žirmūnai district and several target points located nearby, so there is a potential to serve maximum target group auditorium. On the scheme red colour marks the accessibility zone for pedestrians, blue colour – accessibility zone for bicycles (dotted line marks opportunities). Services planned in these points are: charging points for bicycles, scooters, cars, car-sharing, bike-sharing and Bike&Go.

Expected results are first of all higher acceptance and better perception from the society, raised awareness of the sustainable mobility and multimodality as such. Changes in the modal split and transit reduction (resulting in lower emissions and noise level) are also expected, but these changes will be more significant after the installation of the whole mobility points network and implementation of all other measures in the Pilot area. Expected results after implementation are:

- To reduce the transit level in Antakalnis by 9 %;
- To increase PT users' number by 3 % (first/last mile service improvement);
- To increase the proportion of pedestrians in the modal split of Antakalnis by 4 %;
- To increase the proportion of cyclists in the modal split of Antakalnis by 2,4 %;
- To reduce the proportion of trips executed by private cars in the modal split of Antakalnis by 9,3%.

Description of the site visit

The peer review activities started with a Vilnius' SUMP (vision, objectives, measures, challenges etc.) presentation from Vilnius' SUMP's coordinator and co-author dr. Kristina Gaučė, followed by Anton Nikitin from ME "Susisiekimo paslaugos" presentation with newest data on Vilnius SUMP implementation. Finally – Antakalnis' (Pilot area) SUMP with all its' main measures and the mobility points network was presented.



After Vilnius situation introduction' site visit activities started. Site visit route included all the lots selected for the mobility points. 1st priority small mobility point was presented with detail project drawing and explanations from Aušra Sičiūnienė in a bus on the way to the main MP. Then participants had a small introduction of the situation of the main mobility point on the site and the process and challenges were discussed (land ownership problems, not in my back yard (NIMBY) situations etc.). Participants declared they often have the same difficult situations with communities and businesses, then people do not mind the measures itself, but they do mind location and do not want them to happen in a close neighbourhood.

A lot for a 2nd priority small mobility point was presented on site as well. On this site discussions led to sharing mobility options in this part of the city, also the challenges of the Old Town restrictions for the small architecture were discussed (see below):



Participants were interested in the information stand for pedestrians they saw nearby (please see the picture on the right). City of Vilnius has indicated and maintained two kinds of routes for pedestrians – daily routes (16 routes) and recreational routes (24 routes). First group of the routes (daily ones) are meant to connect everyday target points with the living quarters. The other are more suitable for tourists and residents wanting to fulfill their recreational needs. In every stand following information is provided:

- name of the route and its type;
- route length (distance and time);
- detailed description of the route (what surroundings does the route crosses, what infrastructure to expect, what is the surface of the route; is the route suitable for walking or running etc.;
- information about cycling conditions;
- list of the main objects to visit (marked on the map as well).

All the information on these routes can be reached through QR code on the sign or on www.vilniuskojomis.lt (“Vilnius by foot”).

Description of the peer review workshop

From 18 registered peer review attendees only 8 participated (plus 4 – from Vilnius) resulting in less intensive discussions. Vilnius had some questions prepared for the reviewers beforehand:

- What actions for the innovative citizen involvement would you suggest for Vilnius project of multimodality points network?
- Any practicalities from your project implementation experience you could share with us?
- What plan of action should be taken in case project deadline is sooner than the measure will be implemented? How to monitor success?
- What are the key issues you identified during this peer review?
- Your recommendations?
- Your ideas and thoughts?

After the questions were presented all the participants shared their thoughts on Vilnius situation. One of the main topics were Vilnius citizens and local community communication strategy, many participants were impressed by how consistently Vilnius is dealing with sustainable urban mobility plan' implementation, what goals were set and what measures were accomplished by now.

Feedback and recommendations to the host city:

Summarized reflection from reviewers:

- Network of smaller mobility points instead of one big mobility point is a nice approach;
- Citizen involvement in NIMBY situations requires better attention;
- Public space approach while presenting mobility points could be good selling point for unconvinced ones.

Recommendations from the City of Riga:

When elaborating the final design for Vilnius mobility points, please consider the following:

- Provision of additional open-air bicycle racks for those users who will not want to park their bikes in closed bike shelters;
- setting up bicycle repair stations at the mobility points (this is comparatively low-cost comfort function that will be much appreciated by the users of the mobility points);
- give a unique name to each mobility point to make them more recognizable!

Learnings for the host city

Main learning for Vilnius city was suggestions how to, communicate project ideas and measures, how to present them in a different way (public space approach) and to indicate good selling points.

Learnings for the reviewer cities

Feedback from City of Riga:

We have been pleased to learn that Vilnius mobility points are developed according to principles similar to ones applied in Riga, namely:

- The network of the mobility points in the city should be developed as a fully-fledged part of the urban transport system linked to public transport, cycling and shared transportation (car and bicycle sharing) applying a "small steps" approach, i.e., developing them one-by-one;
- mobility points should be located in easily accessible areas with existing pedestrian and bicycle infrastructure, good access to public transit stops, and with a possibility to provide such supplementary services as car and bicycle sharing;
- mobility points should improve accessibility to public transport and offer first-mile and last-mile solutions.

It is of the highest importance in both cities - Vilnius and Riga - to develop a single/integrated technological solution for information and payments platform!

Feedback from UBC:

Vilnius has, through their well-developed SUMP, a very good basis for any mobility measures. It is obvious that good planning makes the implementation of activities much easier, e.g. the reasoning behind the location of the mobility point(s) sounded very reasonable. This is definitely something; other cities can learn from Vilnius, measures need to be based on a plan to succeed.

As we discussed, the problem with the NIMBY phenomenon occurs in all cities and in many circumstances. It´s good to be aware of this and to address it from different angles. I appreciated the input from Riga and their approach to a more holistic take up on the location as a public space and to think outside the “mobility box”.

Feedback from Karlskrona:

We really like the concept and the well planned system of mobility points. Especially the one that was blocked due to the NIMBY-situation. The strength of this site was the proximity to shopping centres. When commuters change back to their own vehicles in the evening they will probably do their shopping before going home. Perhaps making the shopkeepers aware of how much this will benefit the local community could be a key to unlocking the situation?

The signs with the walking and cycling routes at the proximity of the mobility points was also inspiring – we will try to do something like that at home!