

# Starting up the SUMP process: City of Vilnius

VILNIUS'  
SUMP

2018-12-05  
Dr Kristina Gaučė

**CIVITAS SUMPs-Up webinar**

# THE CONTENT OF PRESENTATION:



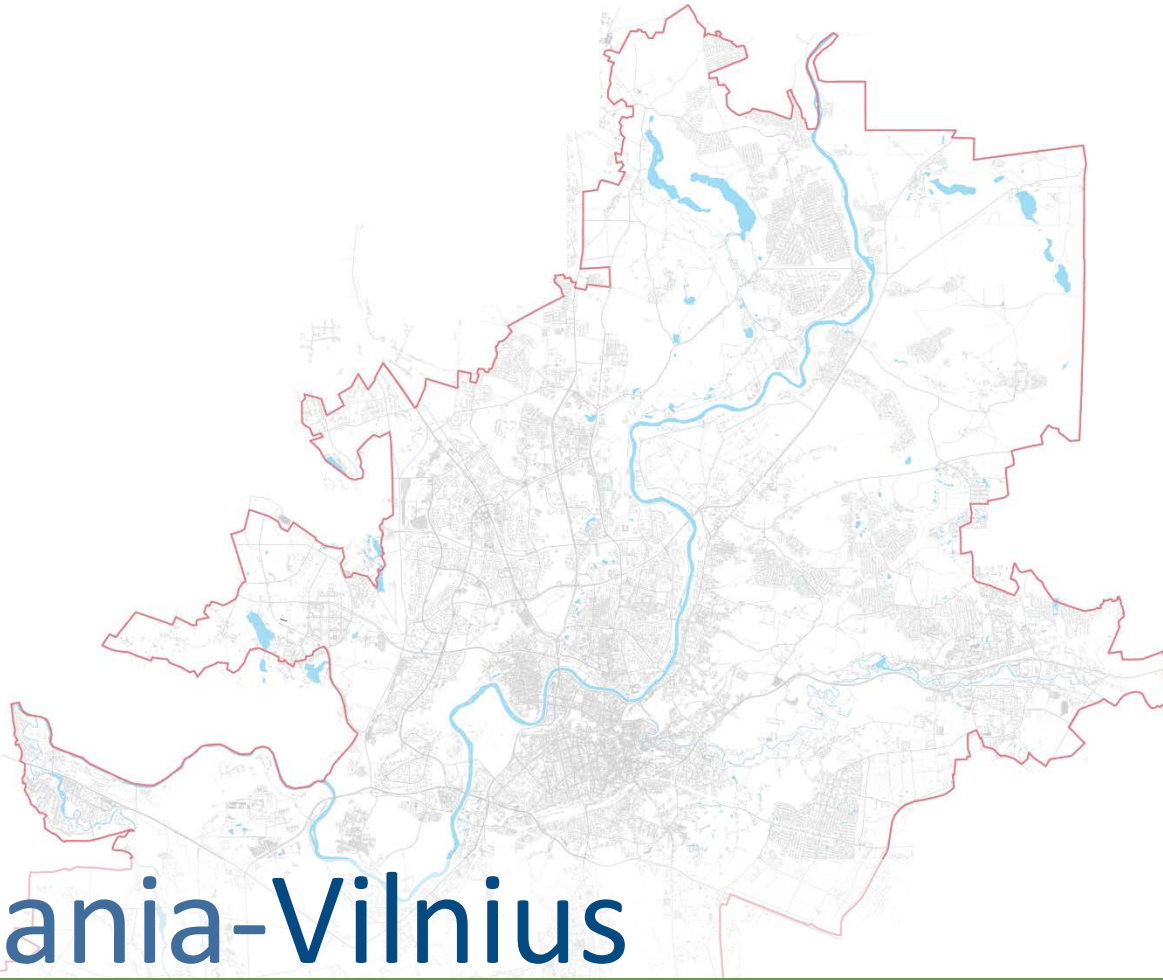
Background on MM and SUMP initiatives/processes in Lithuania/Vilnius



Vilnius' SUMP: process



Vilnius' SUMP: measures

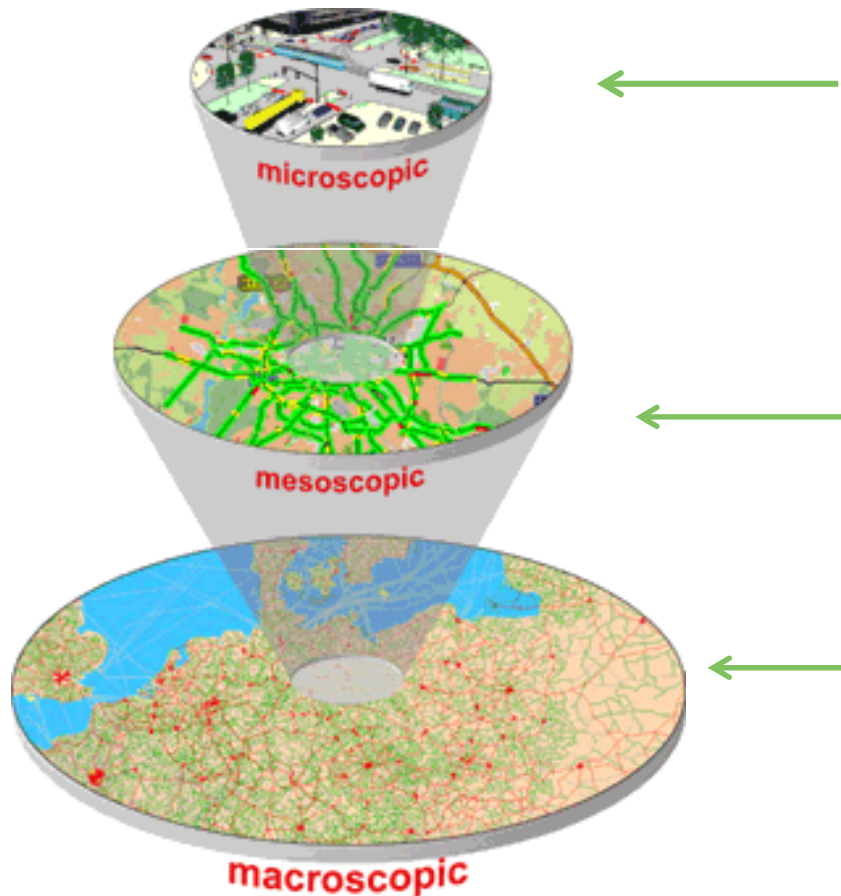


# Lithuania-Vilnius

LEGAL BACKGROUND

# WE'VE BEEN WORKING WITH STAKEHOLDERS

FROM 2006...



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

**Regional level:** Region Councils

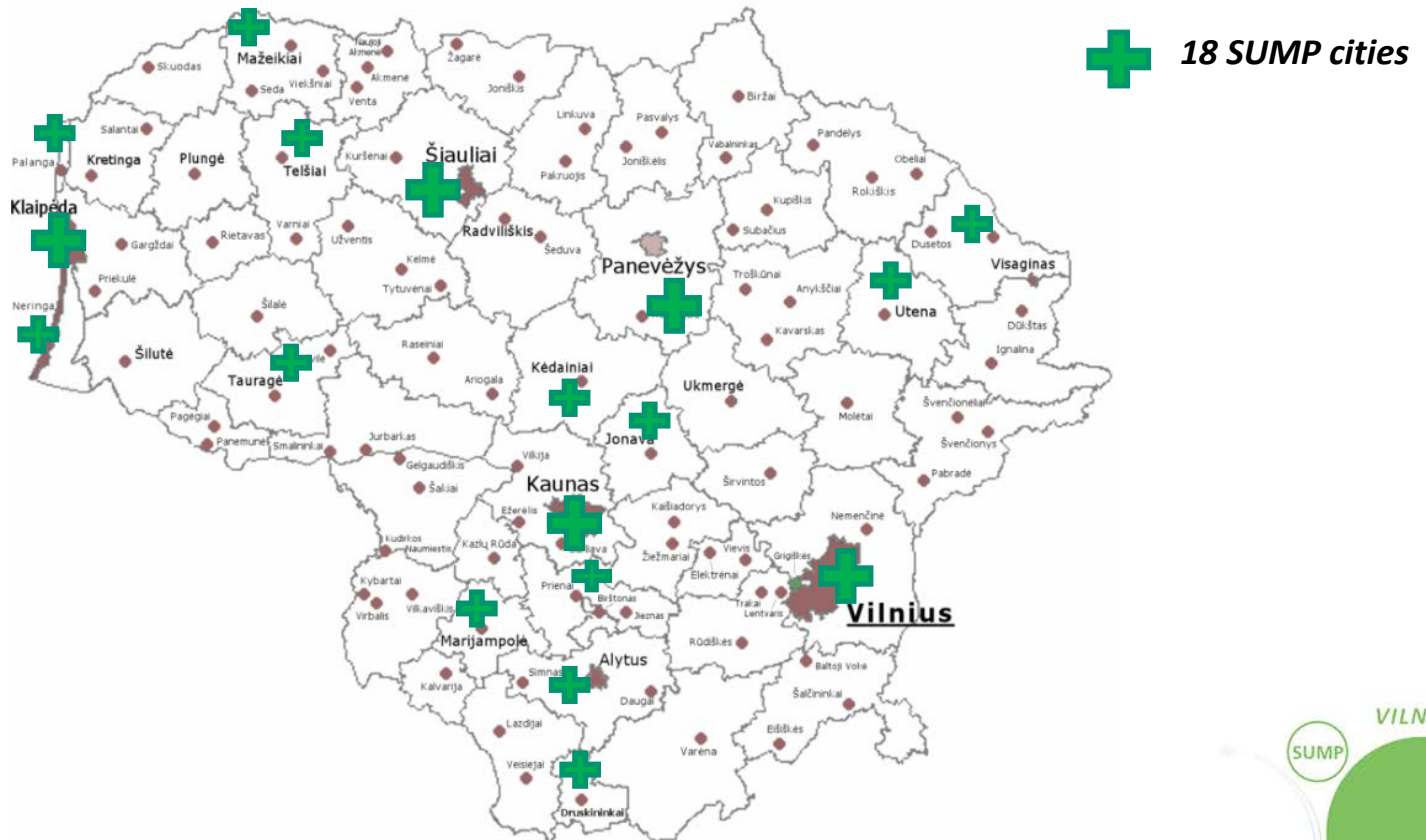
**National level:** public authorities from European Parliament, LR Parliament LR Environmental Ministry, LR Ministry of Transport and Communications;



## WHAT HAVE WE ACHIEVED

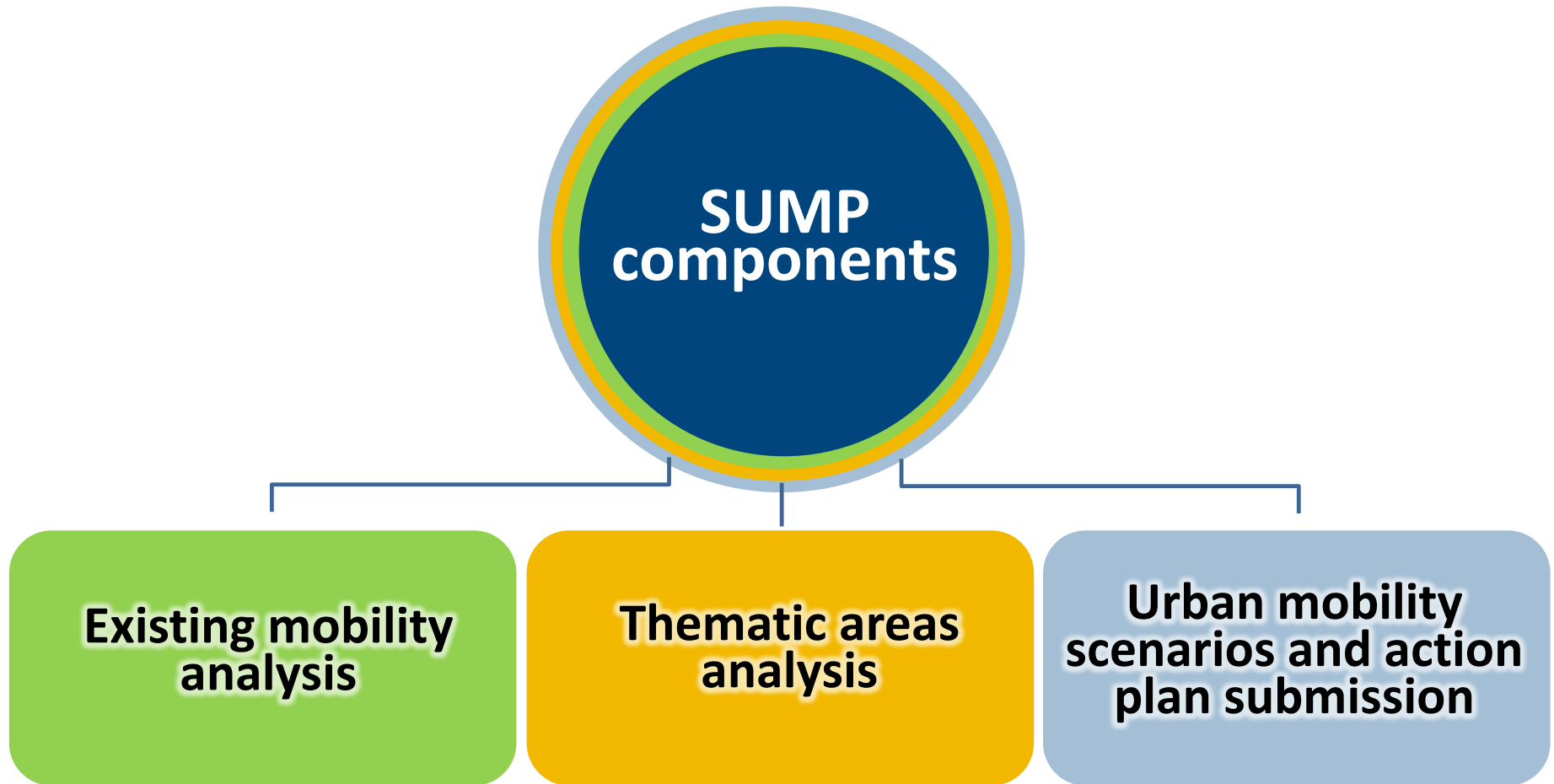
- Very strong support in Ministry of Transport and Communication, lesser but still in other related Ministries;
- Quite high awareness about Mobility Management and Sustainable Urban Mobility Planning processes in local authorities (big 5 at least);
- Recognition of the topic in various national legal and strategic documents.

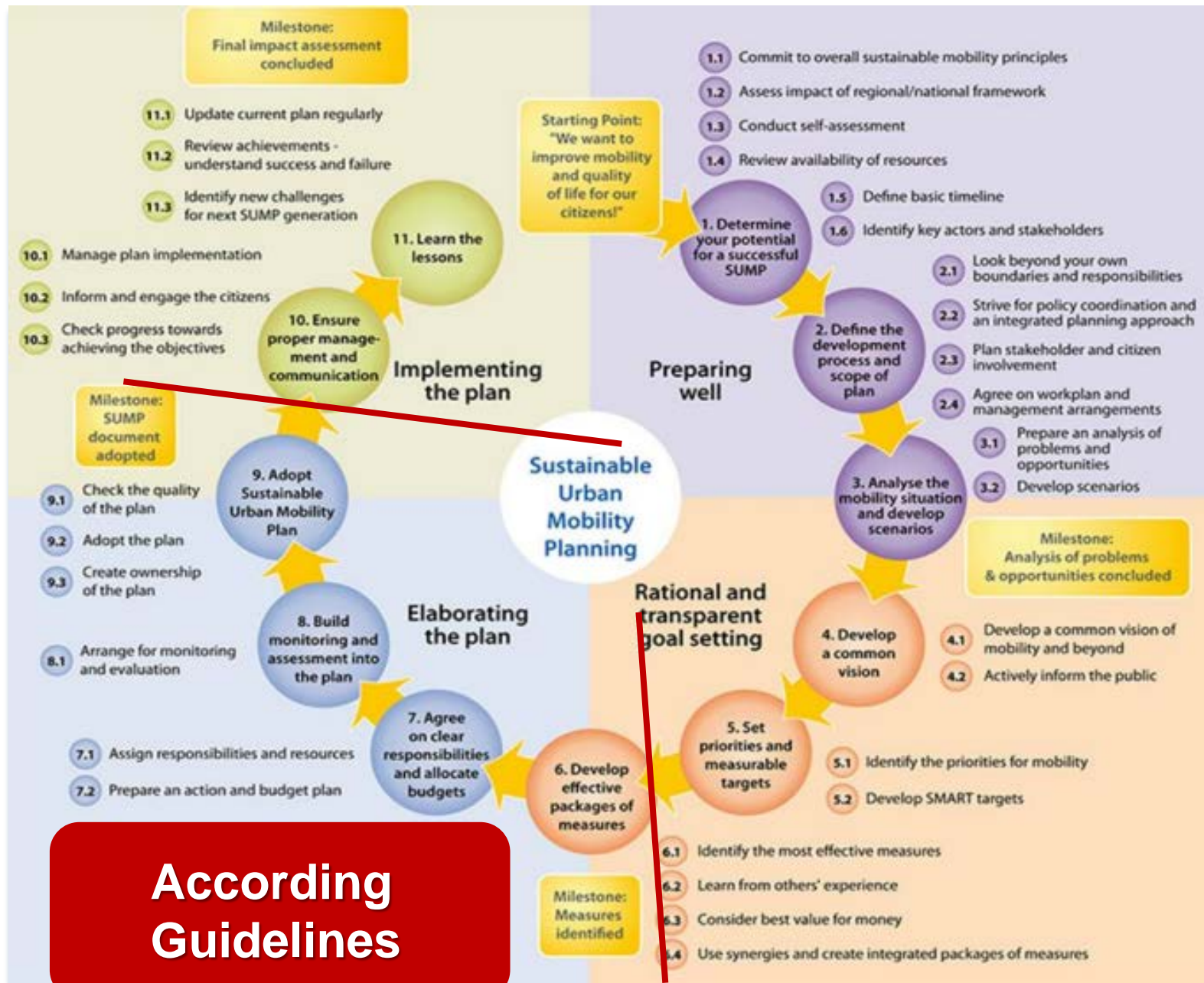
**The Guidelines on the Preparation of Sustainable Urban Mobility Plans, adopted in 2015 March, by the Ministry of Transport and Communications.**



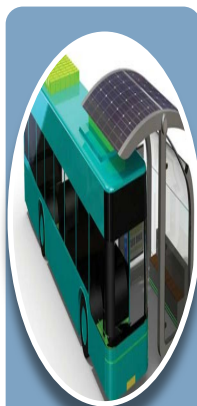
# SUMP COMPONENTS

ACCORDING TO LITHUANIAN GUIDELINES FOR SUMP





# THEMATIC AREAS ANALYSIS



1.

*Promotion  
of public  
transport*



2.

*Non-motor  
vehicle  
integration*



3.

*Modal  
shift*



4.

*Traffic  
safety and  
transport  
security*



5.

*Improve-  
ment of  
traffic  
organiza-  
tion and  
mobility  
manage-  
ment*



6.

*City  
logistics*



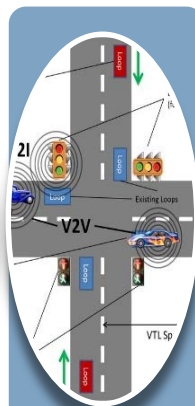
7.

*Integration  
of people  
with special  
needs*



8.

*Promotion  
of  
alternative  
fuels and  
clean  
vehicles*



9.

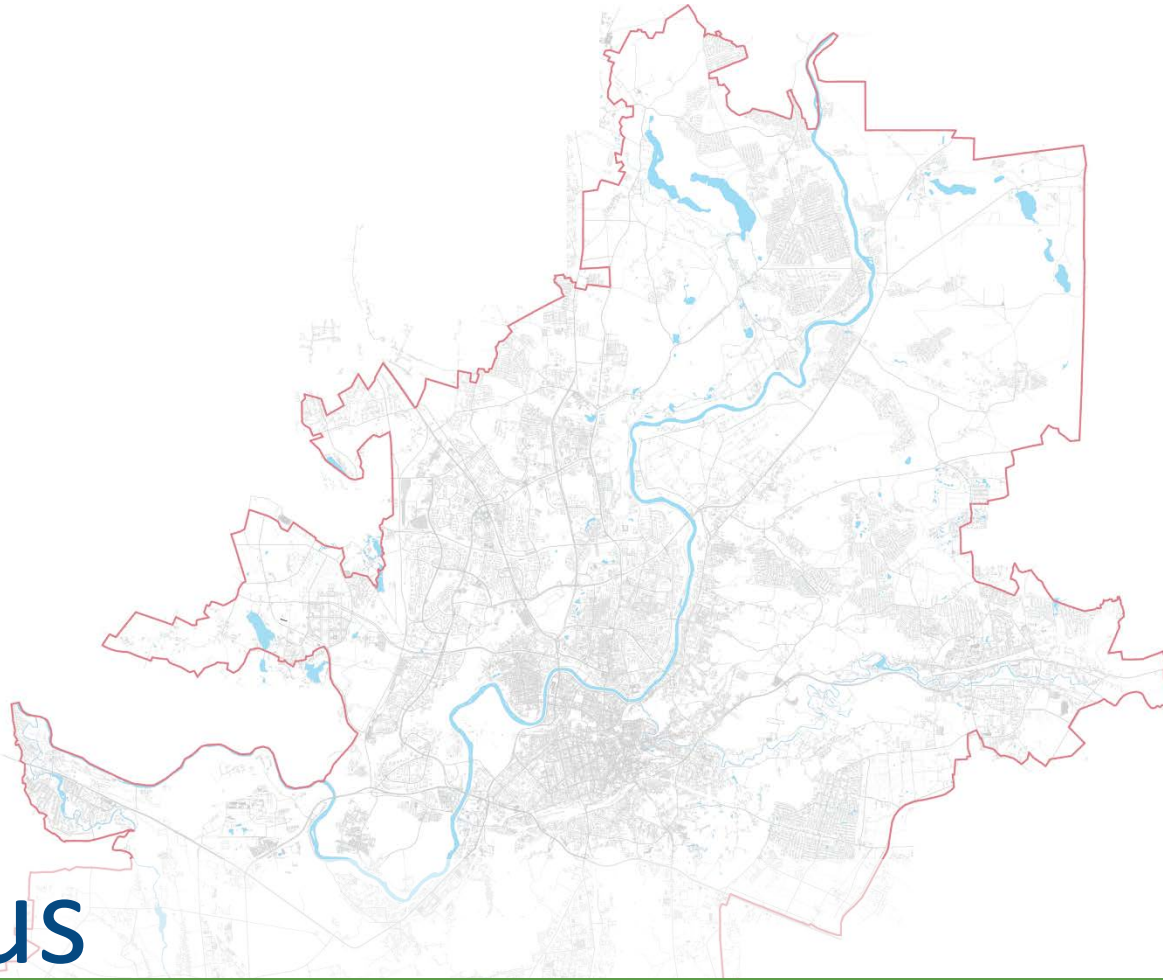
*ITS  
demand  
assessment*

**SUMP thematic areas**

# Themes and measures NORMALLY explored in SUMP's:

Theme	Measure No	Measure
Clean vehicles and fuels	1	Electric Battery and Fuel Cell Vehicles
	2	Cleaner Vehicles
Urban freight	3	Urban freight
Demand management strategies	4	Access restrictions
	5	Roadspace reallocation
	6	Environmental zones
	7	Congestion charges
	8	Parking
Mobility management	9	Site-based travel plans
	10	Personalised travel planning
	11	Marketing and rewarding
Collective passenger transport	12	Public transport enhancements
	13	New public transport systems
	14	Integration of modes
Transport telematics	15	e-ticketing
	16	Traffic management
	17	Travel information
Less Car Dependent Mobility Options	18	New models of car use
	19	Walking
	20	Cycling
	21	Bike Sharing
	22	Inclusive urban design





Vilnius

SUMP PROCESS

## VILNIUS SUMP PROCESS:

- 1 **Determined clear future vision and goal's**
- 2 **Analysis of the current state done**
- 3 **The clear policy for a city set**
- 4 **The most effective measures and circumstances listed.**
- 5 **Implementation of the measures **not done yet.****
- 6 **Monitoring **not programmed unfortunately.****



## SUMP's AND SUSTAINABLE MOBILITY IDEAS' COMMUNICATION FOR CHANGING BEHAVIOUR OF PASSENGERS

1

IDEAS OF SUSTAINABLE MOBILITY were presented to local authorities. Vilnius SUMP web-page launched, [www.judumas.vilnius.lt](http://www.judumas.vilnius.lt)

2

SUMP was introduced to the society while participating in various thematic events (meetings with academic society, people with special needs, students, healthcare representatives etc.);

3

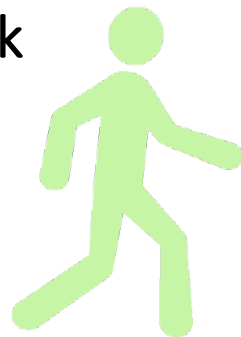
International conference „Vilnius 2030: public transport“ took place in terms of SUMP process;

4

Many interviews to media, participation in radio shows – presenting current state of SUMP and the ideas of the plan

5

WORKSHOP with citizens and stakeholders, aimed to present SUMP measures and involve society into planning process.



## AREA

400 km<sup>2</sup>

## INHABITANTS

(with  
agglomeration)

~617 000

## PUBLIC SPACES

(total area)

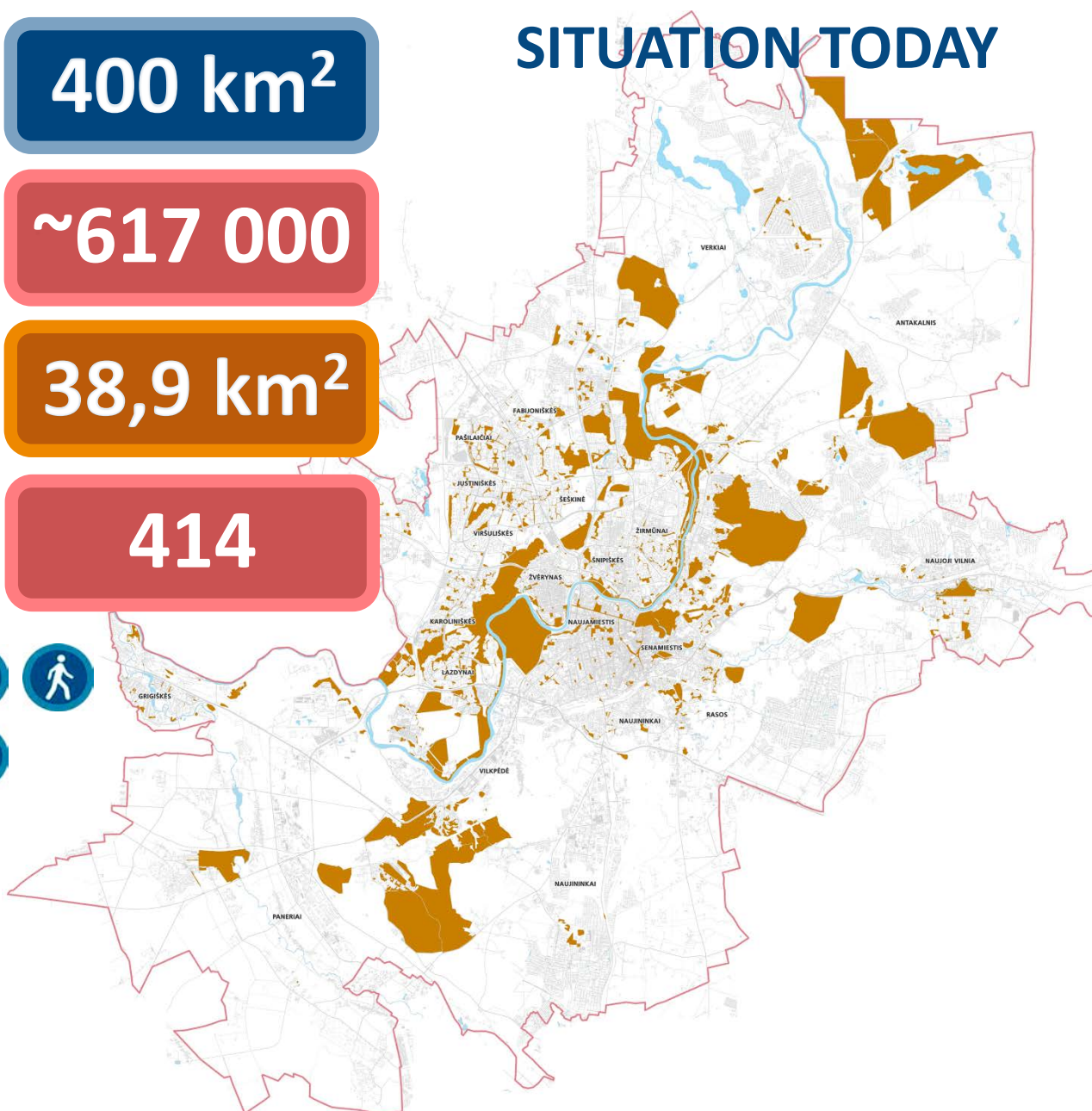
38,9 km<sup>2</sup>

## CAR OWNERSHIP

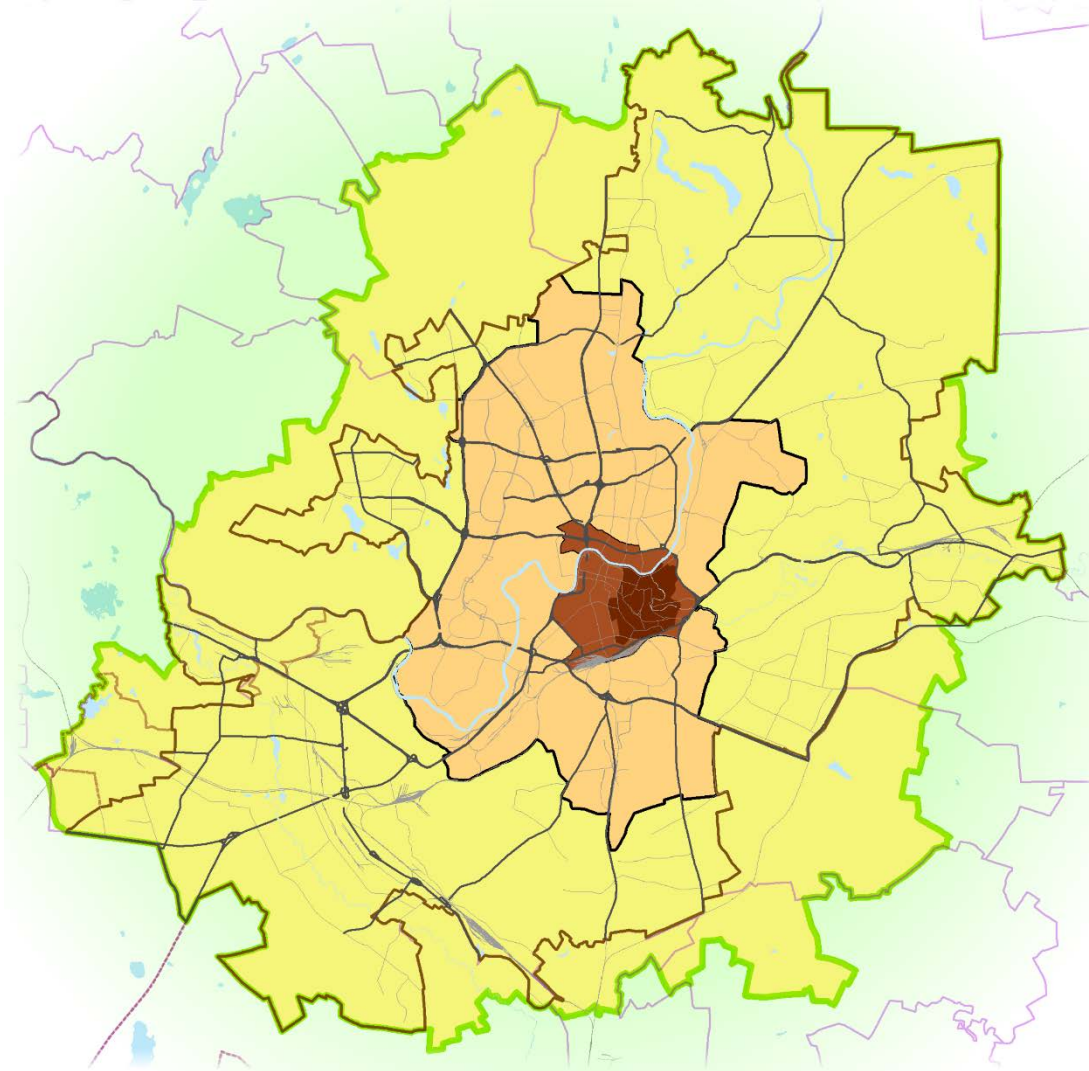
(per 1000 habitants)

414

## SITUATION TODAY



# FUNCTIONAL ZONES OF VILNIUS CITY



Central zone



Middle zone



Peripheral zone



**3 different „cities“ with different challenges,  
5 different zones to analyse.**



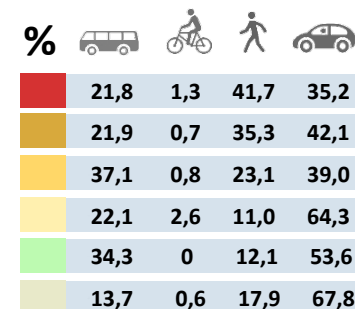
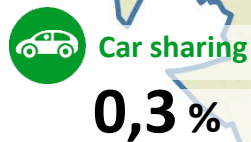
# TRAVEL MODAL SPLIT 2016

## ACCORDING FUNCTIONAL ZONES



## 2016 MODAL SPLIT

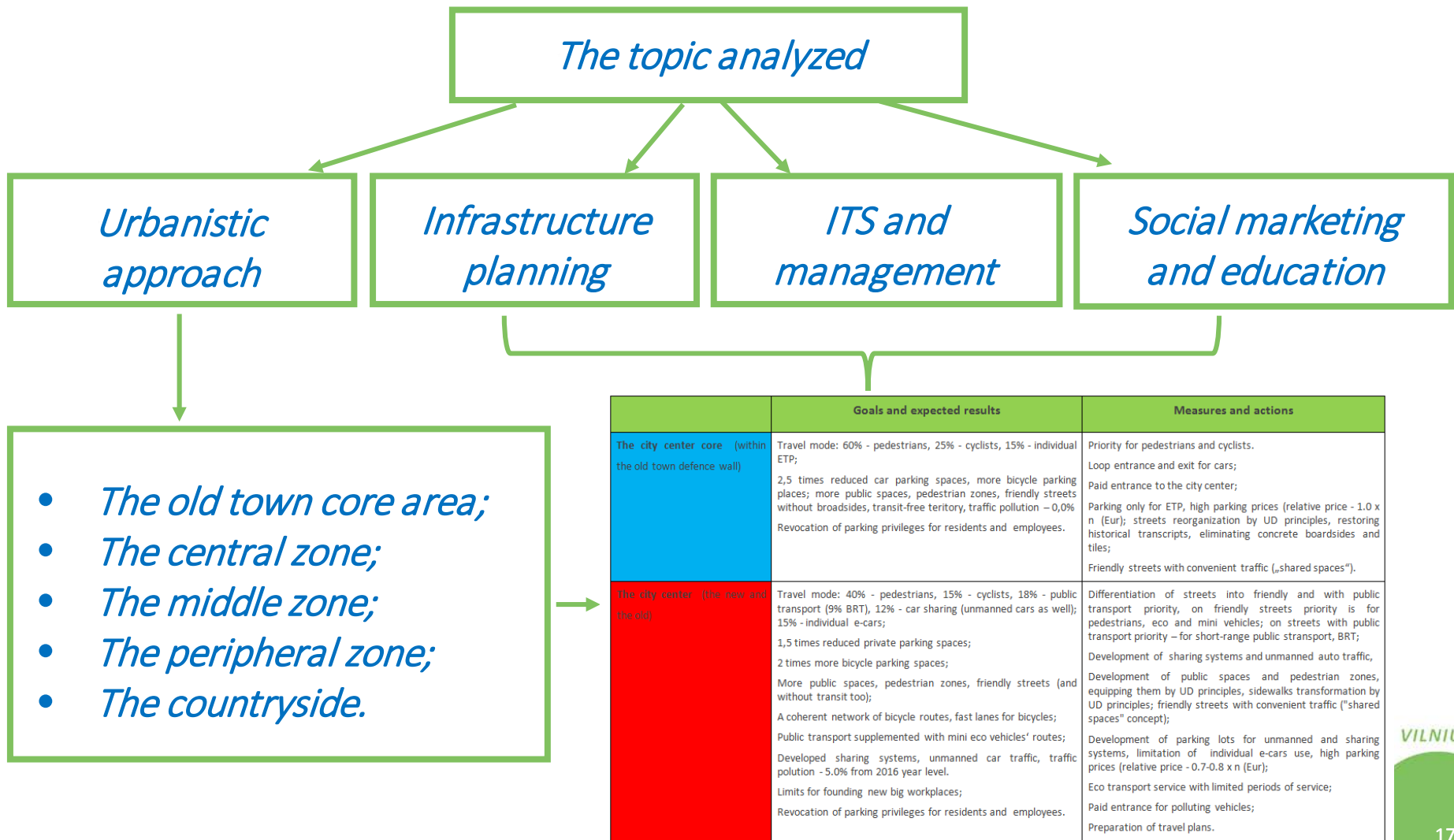
**Travel mode:**



In 2016 about  
**48,3 %**  
of all trips  
were made  
by car

# INITIAL SUMP's CONCEPTUAL PROPOSALS

## THE ALGORITHM TO GET TO THE SPECIFIC SOLUTIONS:



# THEREFORE—

## 3 CLEAR METHODOLOGICAL APPROACHES FOR SELECTING MEASURES:

I

**Behavioural changes,  
educating market**

II

**Decreasing negative  
transport impact**

III

**Improving quality and  
accessibility of public  
spaces**

**Measures**

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

For this we did:

**MODELLING**

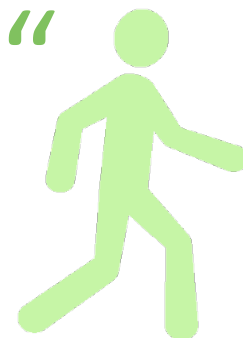
**EKONOMICAL ASSESMENT**

**GOOD CASE STUDIES ANALYSIS**



**Vilnius municipality vision until 2030 is:**

„Travel in Vilnius –  
fun, safe and comfortable!“



**It was described by 3 key goals:**

1. To improve the quality of travel, to shorten the duration of the trip, to make traveling enjoyable experience until 2030;
2. To reduce harmful environmental impact of traveling until 2030;
3. To reduce congestion of public spaces by cars until 2030.

# VILNIUS SUMP OBJECTIVES

A transport system that's more friendly for kids, families, older and disabled people

A greener city with a smaller proportion of public space devoted to parked and moving vehicles

Improved road safety

Improved personal security when using the transport system (including when walking)

Better local economy (including ability to attract inward investment)

Reduced proportion of household budget spent on transport

Reduced oil-based energy consumption and therefore reduced CO2 emissions

Reduction in noise and local air pollution

Reduced traffic congestion and enhanced accessibility to key areas especially city centre



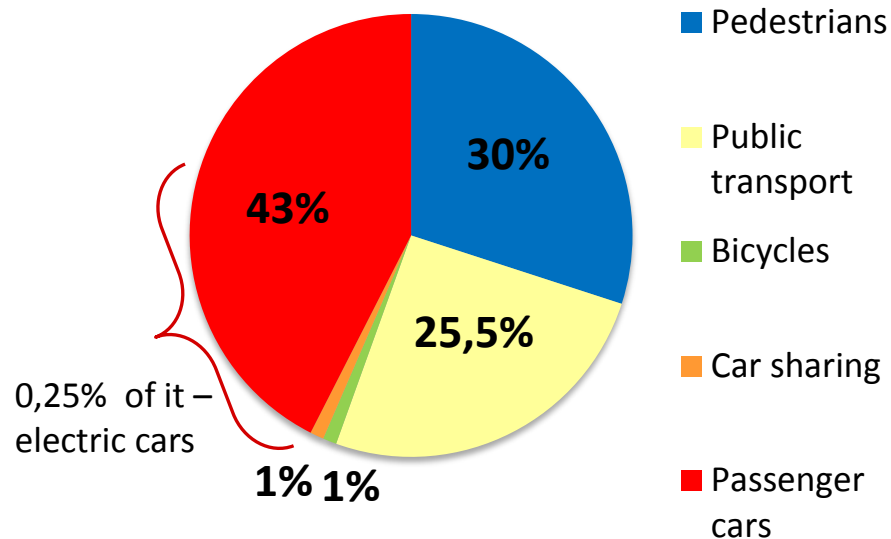
# VILNIUS SUMP GOALS

- To increase walking quality, accessibility, and share in a modal split to 35% by 2030;
- To increase traveling by public transport quality and share in a modal split to 30% by 2030
- To increase cycling quality, accessibility, and and share in a modal split to 10% by 2030
- Decrease the motorization level to 450 cars/1000 citizens, reaching reduction of flows and negative consequences, stated in goals by 2030
- Comfortable P&R system, which would lead to reduction of car travels in modal split by 1,5 % by 2030
- Pedestrians' and bikes' priority in central city area, parking only out of the city center, comfortable Park and Go system, which would decrease work travels in the city center by 90% by 2030
- To increase car sharing trips share in a modal split to 10% by 2030
- To increase e-cars and autonymous cars share in a modal split by 2030

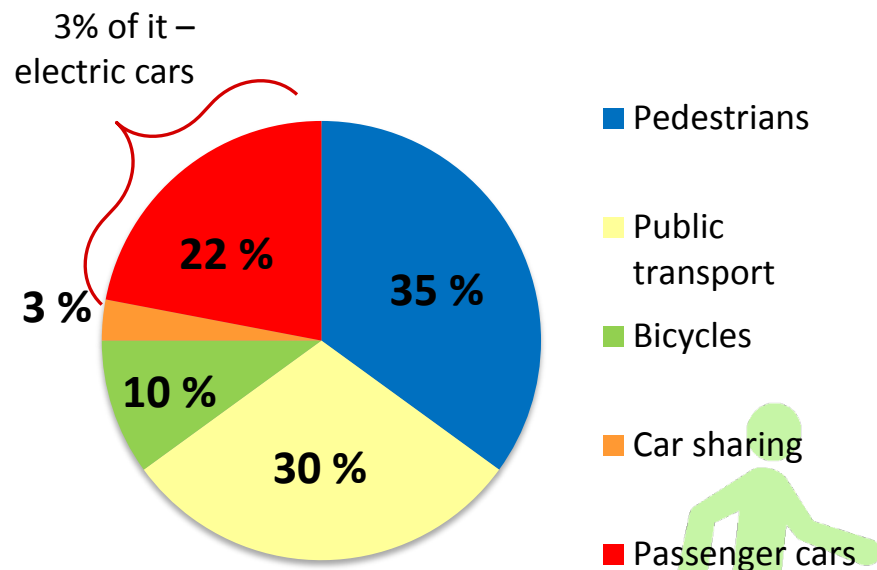
# MODAL SPLIT OF TRAVEL MODES

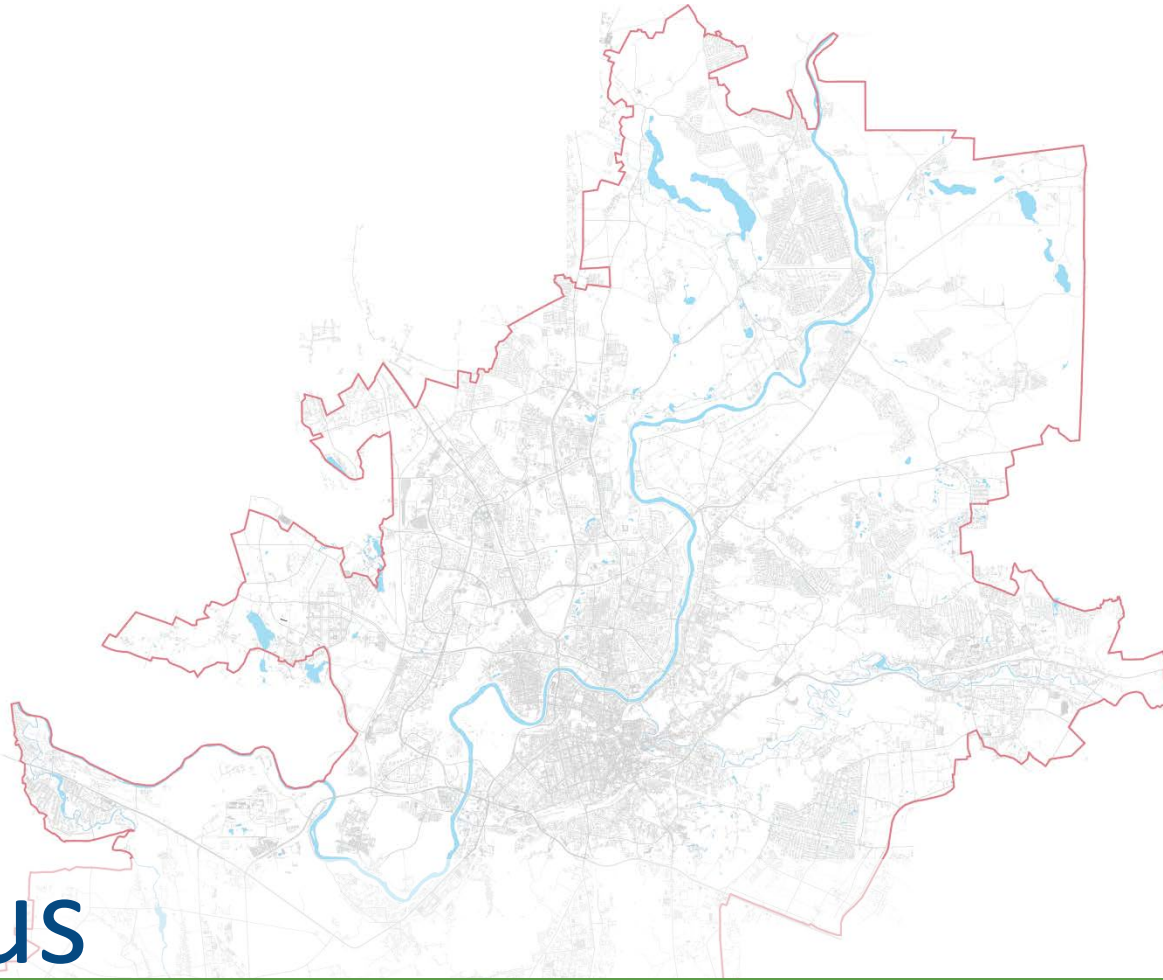
## 2020, 2030 year

Modal split in 2020



Modal split in 2030





# Vilnius

## MEASURES

# VILNIUS' STRUCTURE

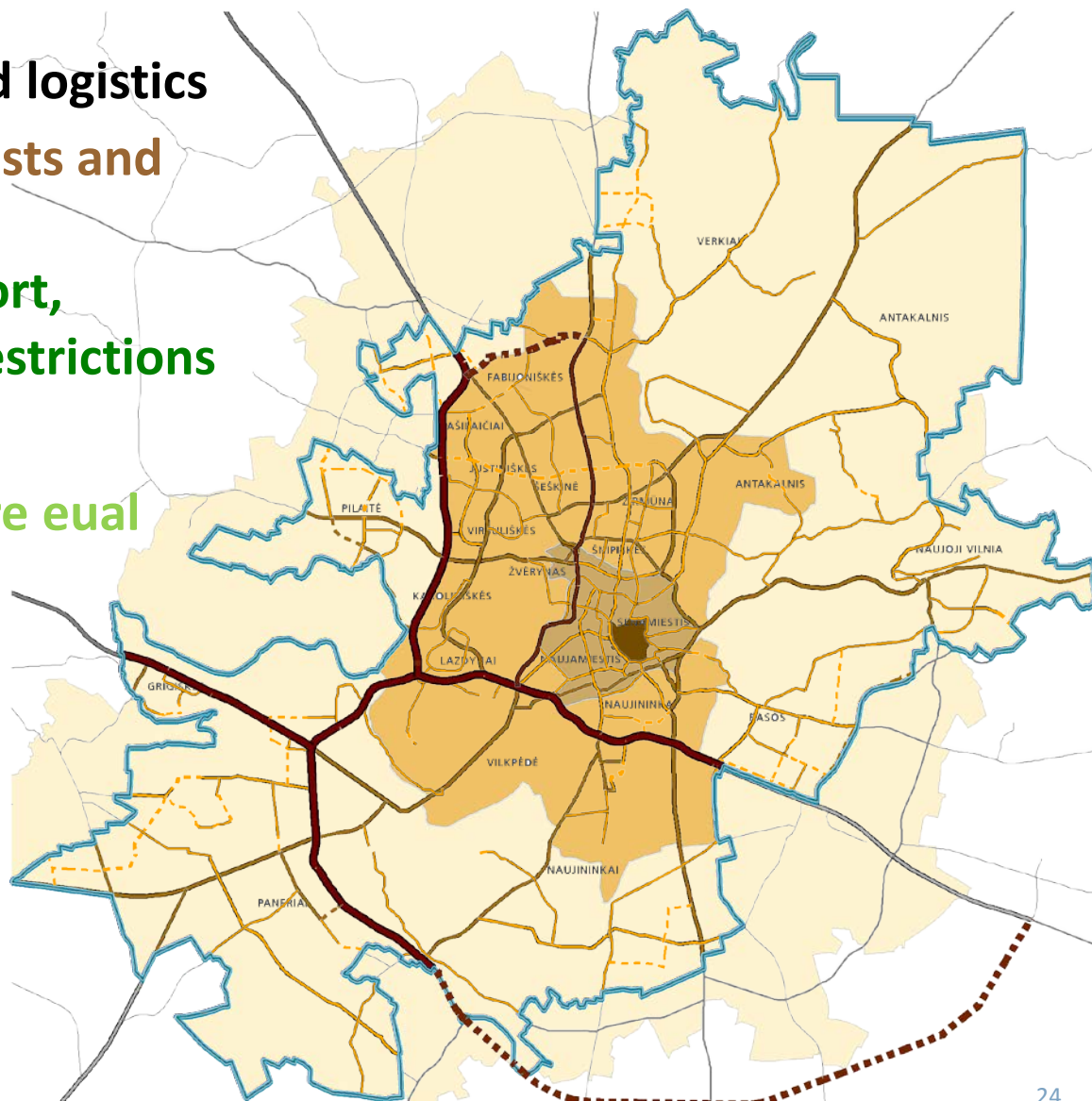
**A cat. Priority to the cars and logistics**

**B cat. Car = PT, logistics, cyclists and pedestrians**

**C cat. Priority: public transport, cyclists, pedestrians, cars. Restrictions for logistics**

**D cat. All transport means are equal**

**Middle zone and other territories**





# TRAFFIC MANAGEMENT

2018.12.07

A cat. streets: Priority for cars and logistics

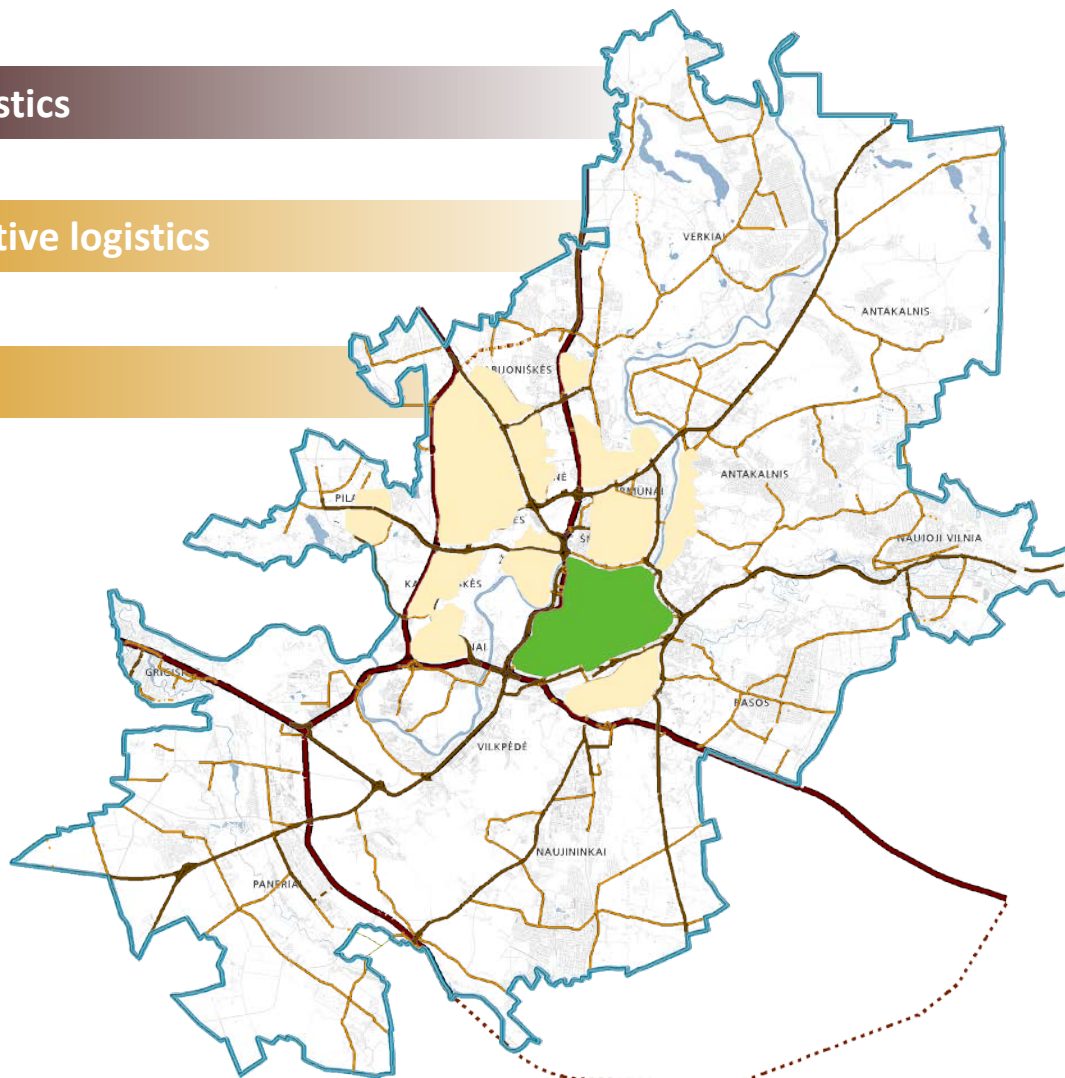
B cat. streets: Cars are equal to PT , active logistics

C cat. streets: Priority to PT

## Restrictions for logistics:

 Restrictions in residential areas

 Restrictions in city centre



# TRAFFIC MANAGEMENT

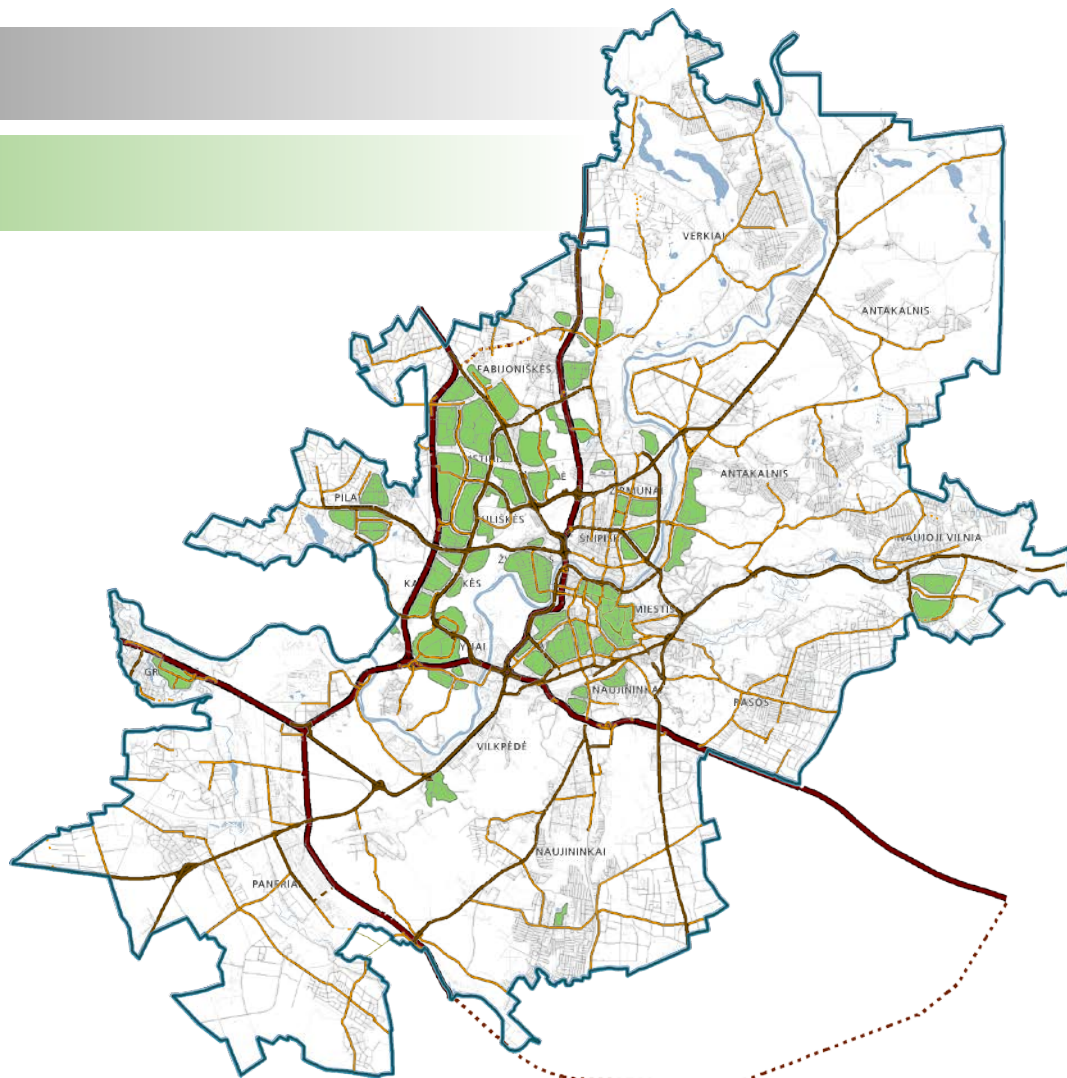
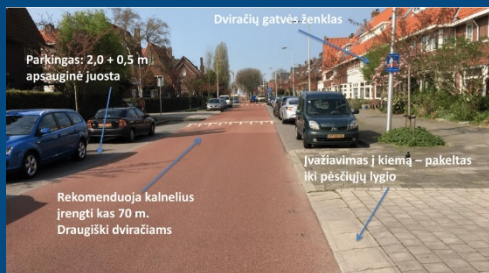
2018.12.07

D cat. Streets – for all travel modes

Low speed zones(30 km/h)



## Correct street design





# TRAFFIC MANAGEMENT

Old town – for the people

In the city centre – restrictions of transit, LEZ, car-free zones in the Old town core

Old town core – shared space



# CARGO LOGISTICS MANAGEMENT

2018.12.07



## Logistics Consolidation Centers



**Center territory.** Due to the large number of supermarkets it is impossible to avoid cargo logistics. Differentiated pollution taxes. Transshipment of cargo to environmentally friendly transport.

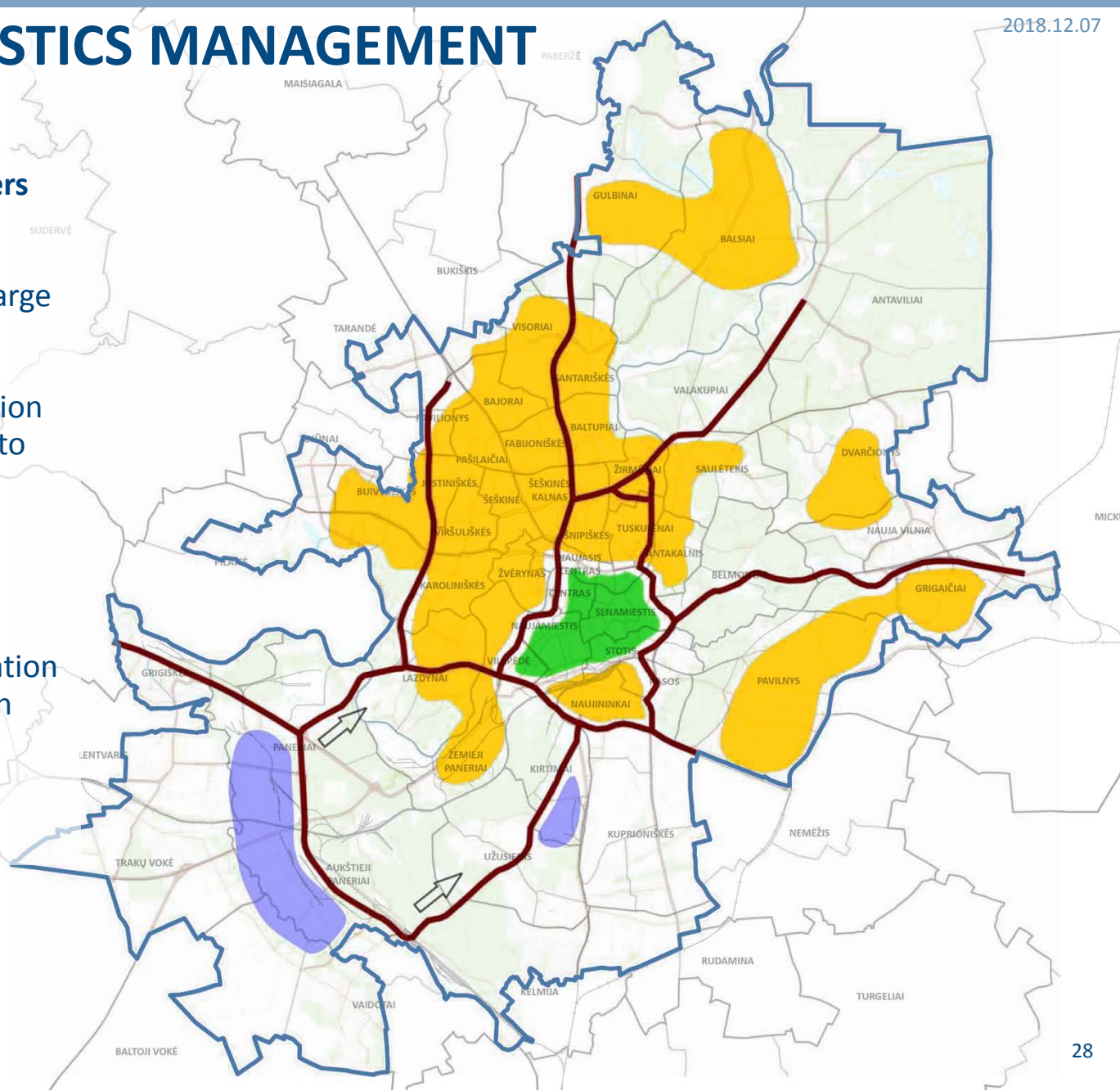


## Densely populated areas.

Limitation of cargo transportation time, introduction of pollution taxes.



Proposal for the main cargo transport routes.



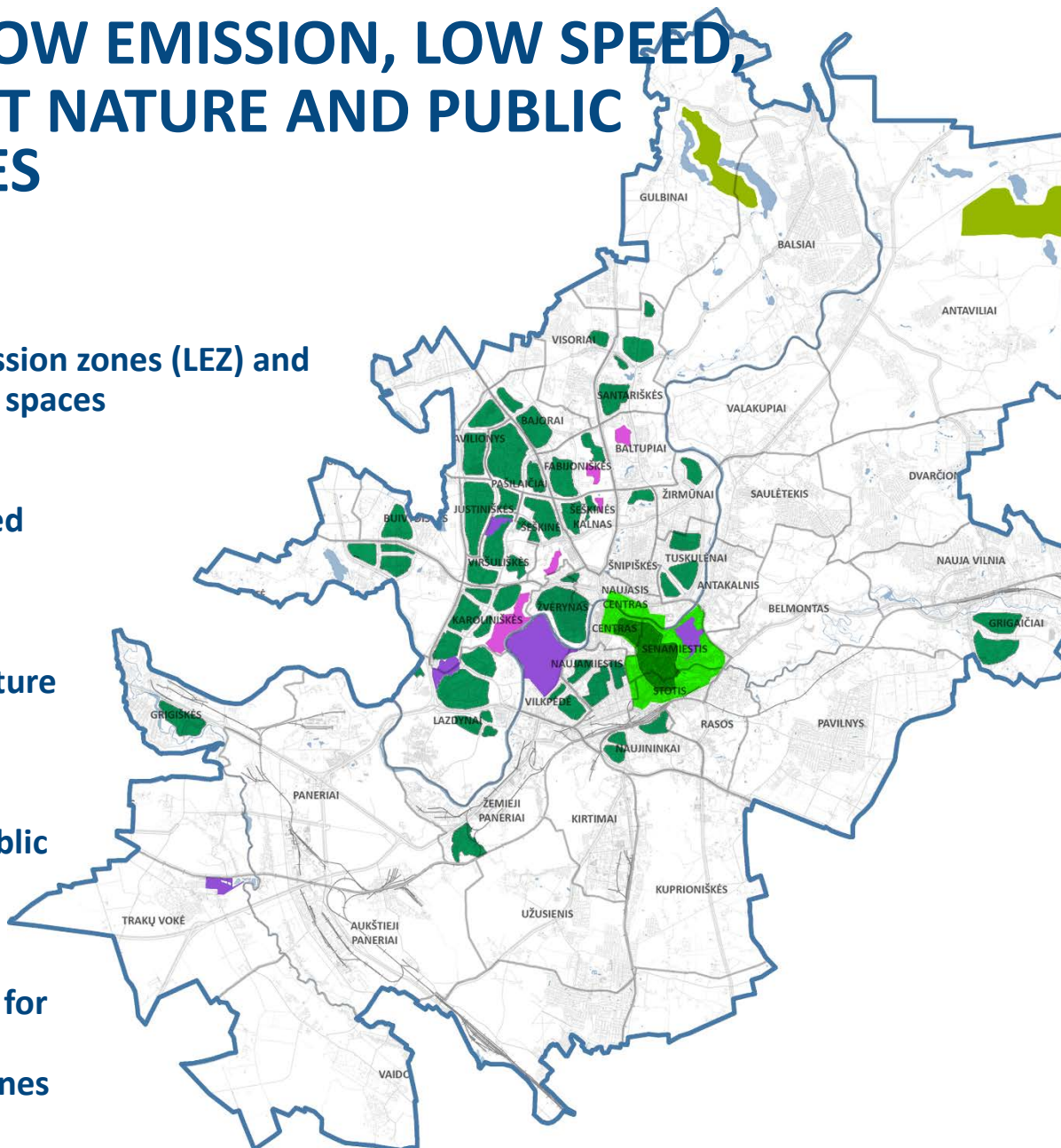


## Low speed zones

## Quiet nature zones

## Quiet public zones

## Proposal for quiet public zones



## Low speed zones



# PARKING POLITIC'S CHANGES

2018.12.07

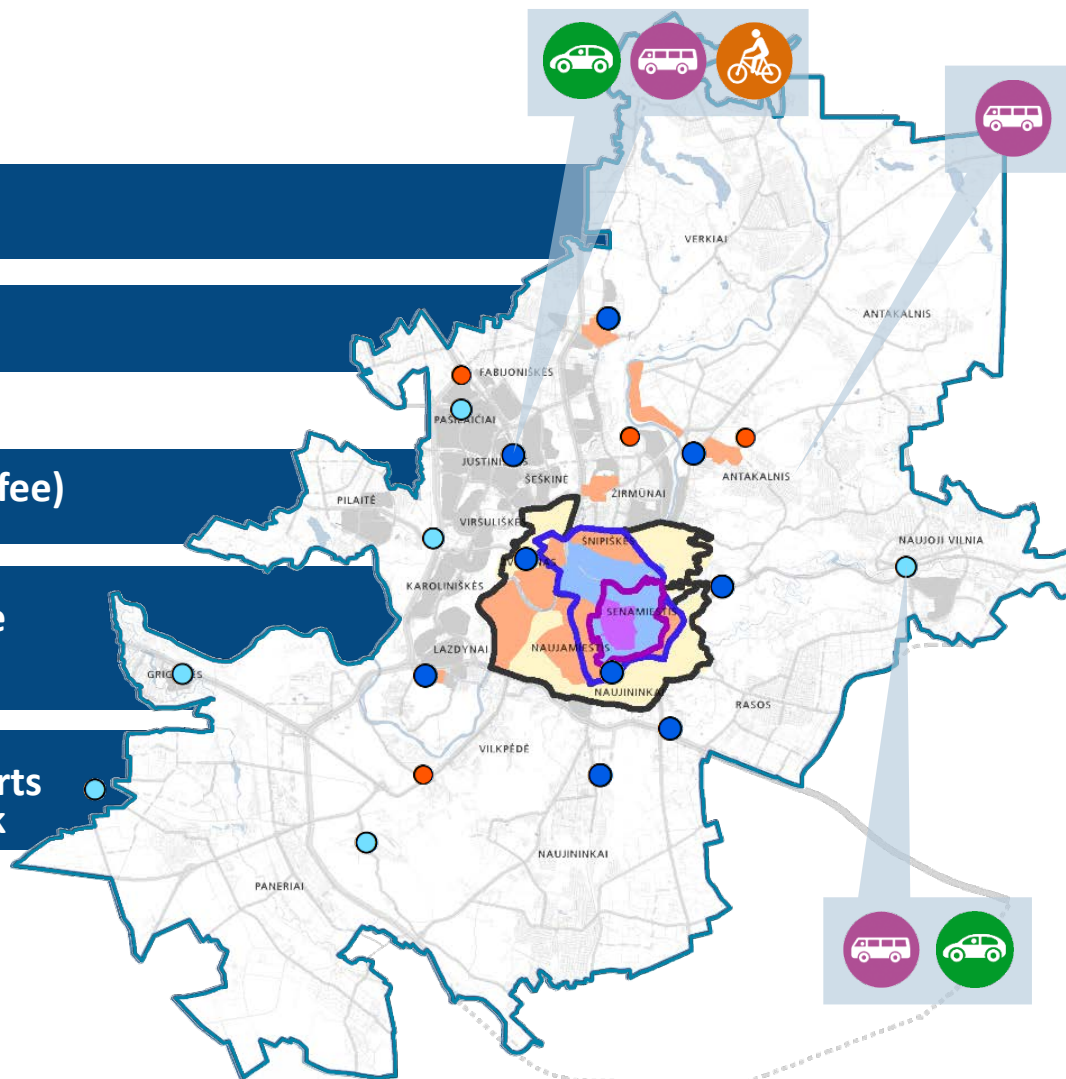
Current parking zones

Future development

Grey zone in residential areas (parking fee)

Zones where new parking spaces will be limited (max.)

Multimodal points will be on the outskirts of the city and connected to PT network



# PUBLIC TRANSPORT

2018.12.07

Current PT network with future P+R points

Future fast PT network and reorganisation of other PT routes

Railway – effective part of Vilnius' PT

Good PT service in 300 m radius

Less intense PT service in 400 m radius

Zones where PT service has to be improved





# BICYCLES

Current network of bicycle paths (only 44 % of them comply with the requirements)

New approach – in the new, concentrated document

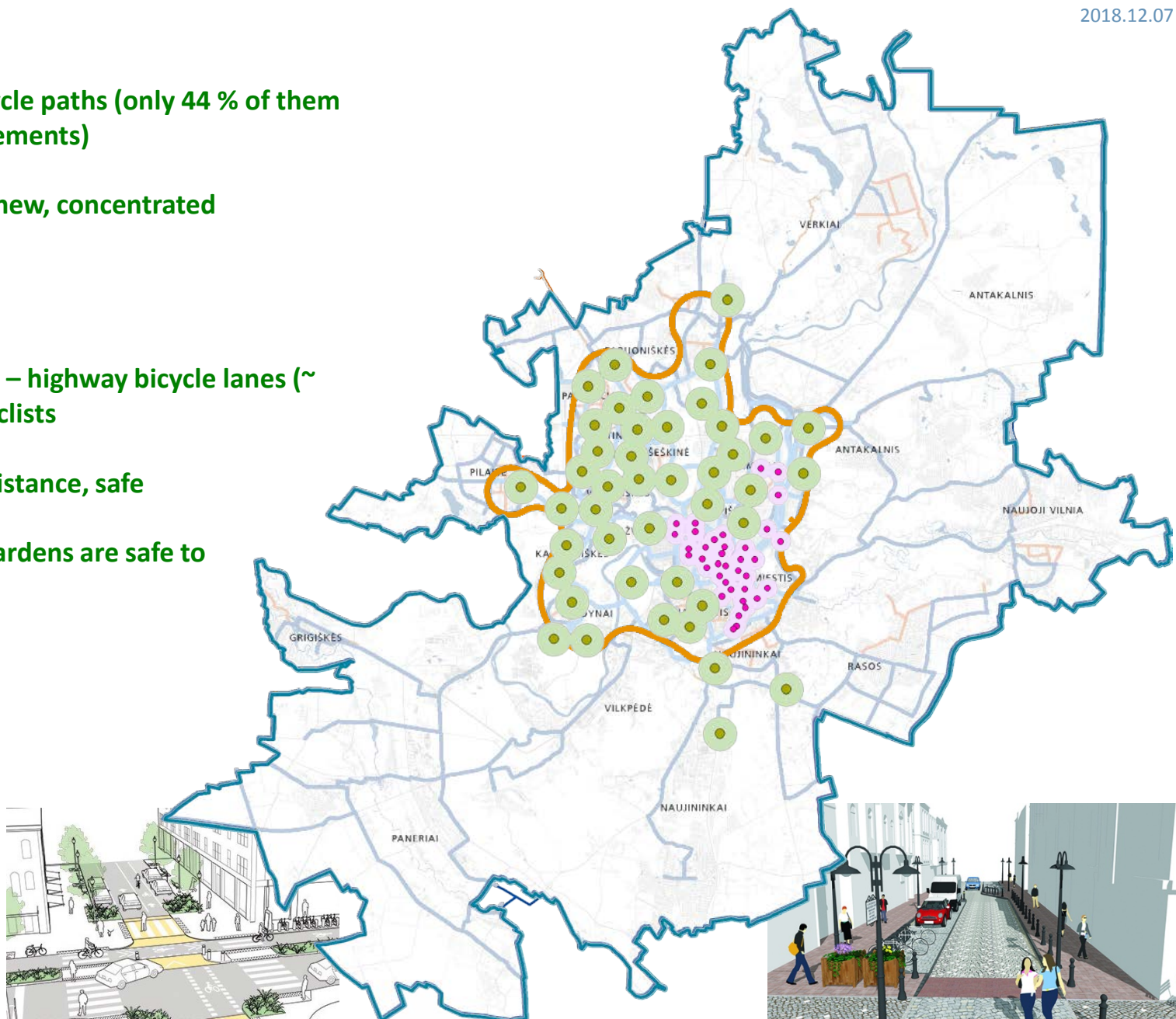
More space for cyclists

Network with hierarchy – highway bicycle lanes (~ 65 km). Priority – for cyclists

Other paths. Shortest distance, safe

All schools and kindergardens are safe to travel by bicycle to

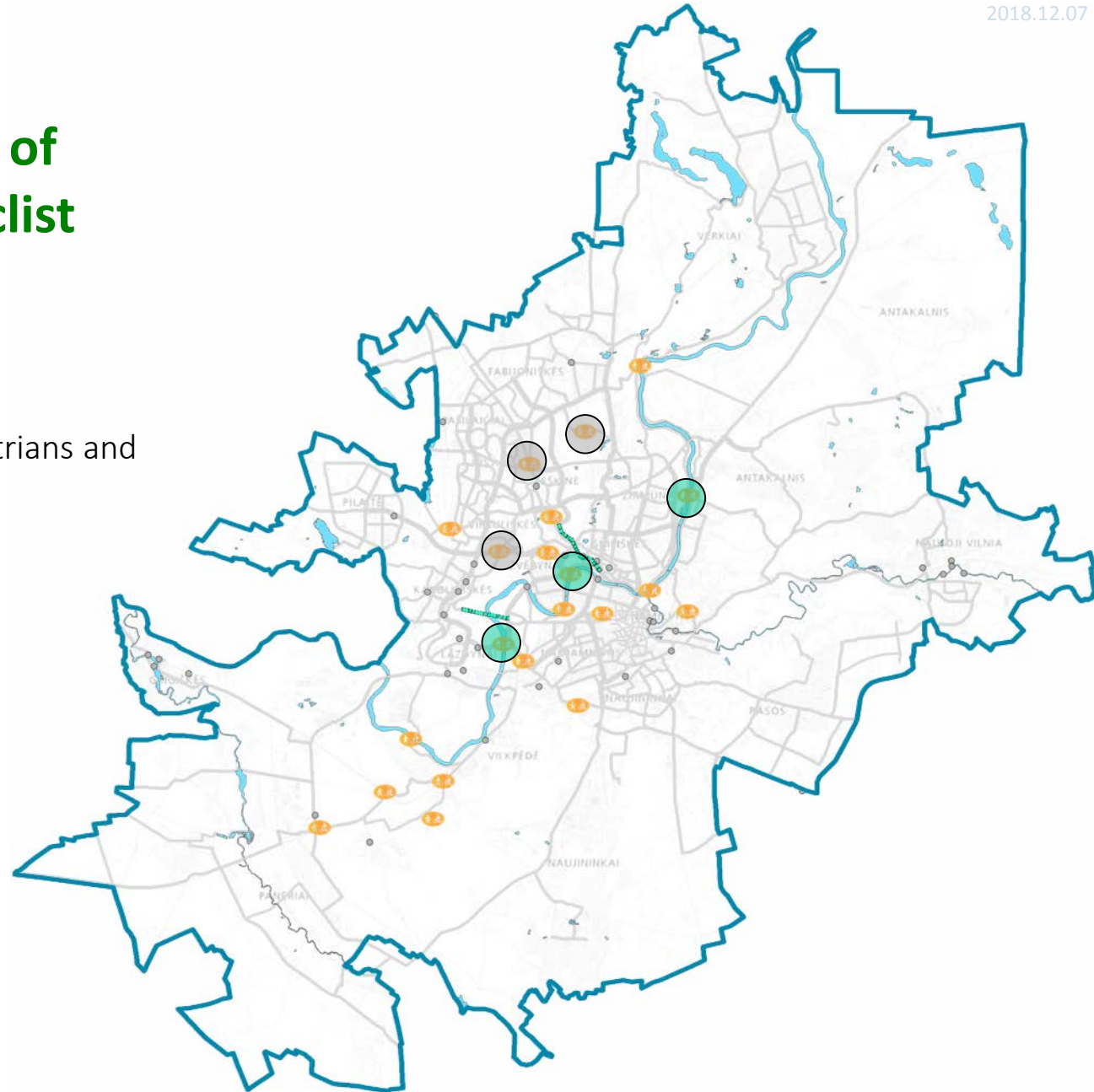
Bike-sharing zone



# BICYCLES

Lets make journeys of  
pedestrians and cyclist  
shorter and more  
comfortable

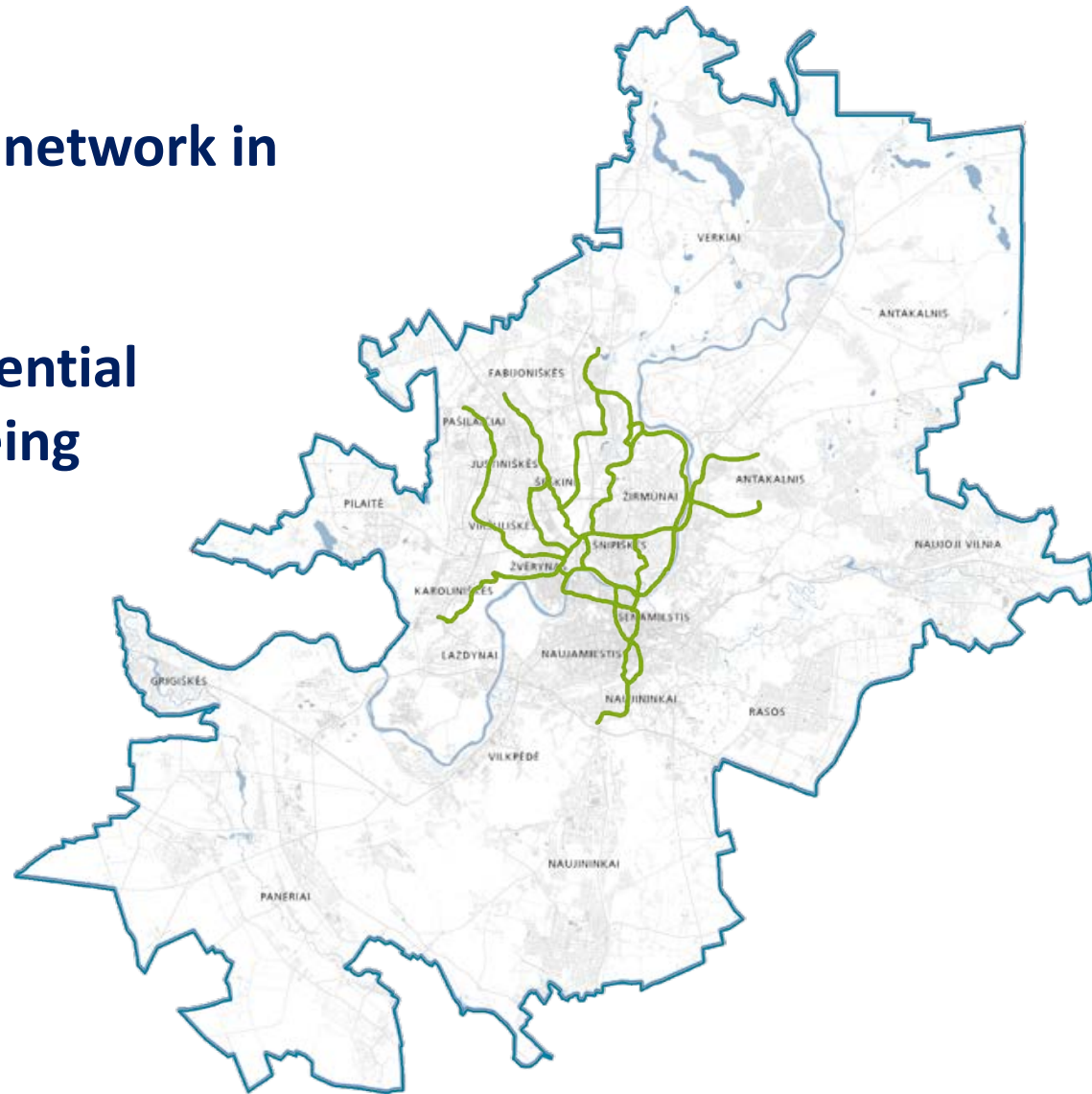
Viaducts and bridges for pedestrians and  
cyclists.



# PEDESTRIANS

**Everyday pedestrian paths' network in the city core.**

**Connections between residential areas and city centre are being developed**





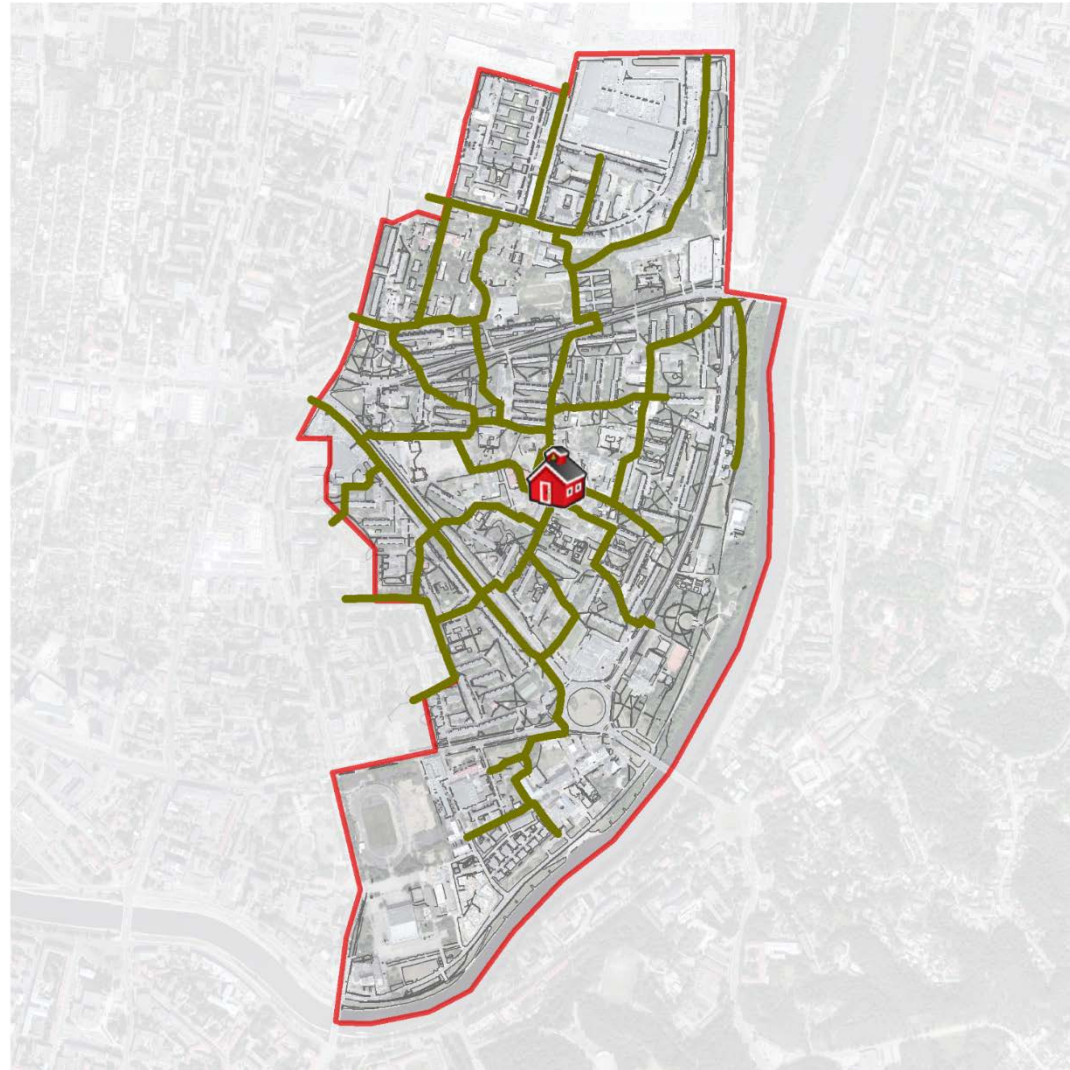
# PEDESTRIANS

School and the territory it is assigned for

Current infrastructure for pedestrians

Reconstructed/renovated/new pedestrian paths. Universal design – A MUST

TRAVEL PLANS.



# THANK YOU

2018.12.07

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# VILNIUS

