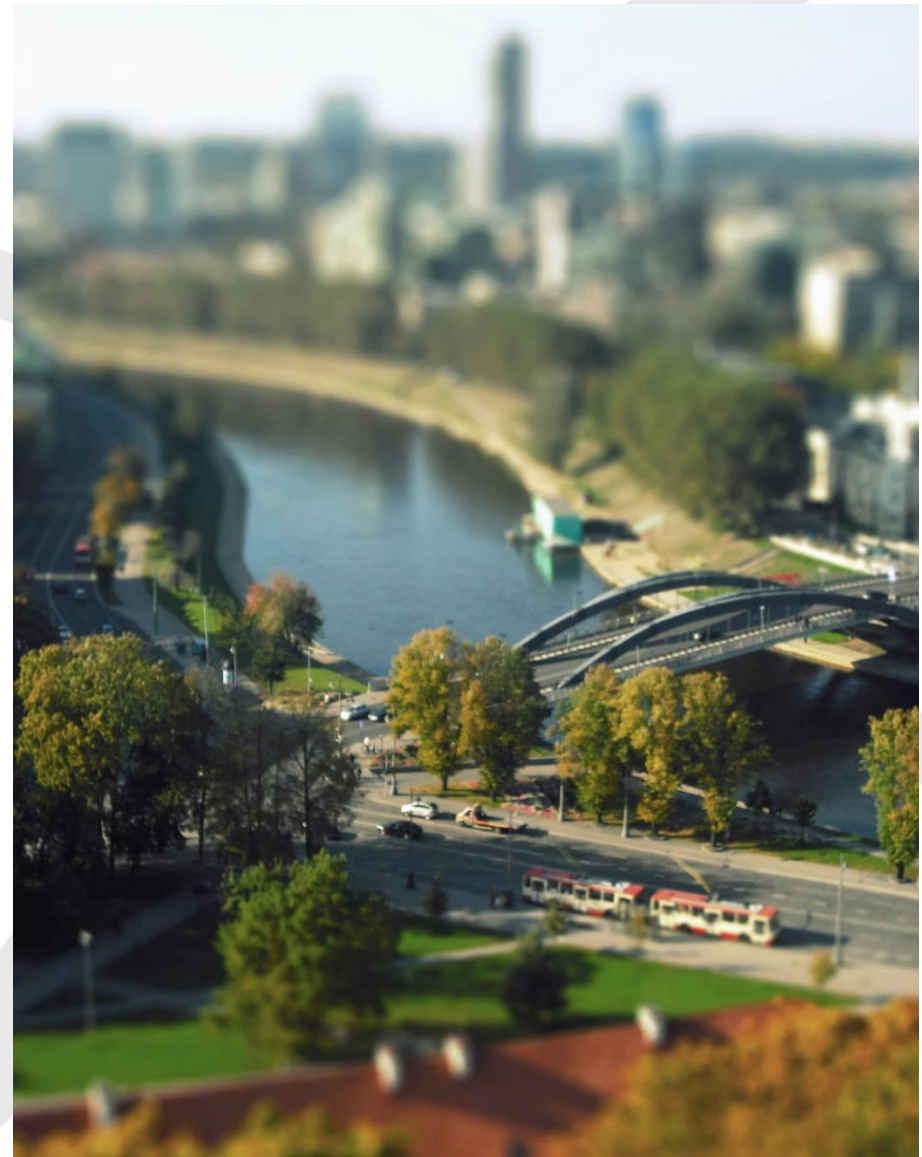# VILNIUS PUBLIC TRANSPORT DEVELOPMENT:
TOWARDS THE MORE SUSTAINABLE SYSTEM

Alina Verseckienė
Vaidotas Meškauskas
Modesta Gusarovienė

Vilnius Gediminas technical university and Vilnius Transport Authority

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CASPT
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INTRODUCTION

**alternative taxes,
PPP,
market liberalization,
profitable services,
collaboration,
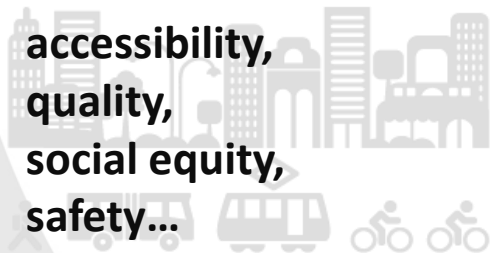new PT services...**

**REGIONAL
INTEGRATION**

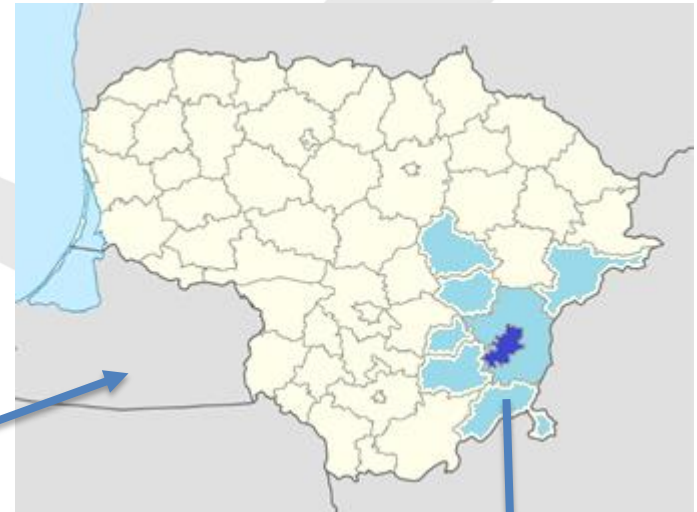**Economical**

Social

**Environ-
mental**

**improve PT systems,
promote the usage,
decrease the number of
private cars,
environmentally friendly
vehicles...**

**accessibility,
quality,
social equity,
safety...**

LOCATION OF VILNIUS

539 000 inhabitants

200m² GREEN AREAS FOR 1 INH.

170 000 PEOPLE ARRIVING EVERY DAY

401 km²

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PROBLEM DESCRIPTION

- The tendency of spreading of metropolitan area to suburbs is significant in many municipalities.

- The parameters of the services in the rural area is much worse than in urban area (from the passengers point of view).

The distribution of the inhabitants according to the age, inh./ ha

- 0 - 33
- 34 - 40
- 41 - 50
- 51 - 65
- 66 - 80

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REGIONAL INTEGRATION

Three main principles, which should be followed while planning the regional integration of PT system are:

1. Integrated management of PT;

2. Tendering and contracting;

3. Sustainable financing of PT.

Greater value

Avoiding of conflicting objectives

Co-operation and informational exchange

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How does regional integration affect the stakeholders and what barriers should be overcome?

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CURRENT SITUATION OF VILNIUS PT SYSTEM

PT network in Vilnius

Intensity of PT traffic (2014)

LOAD OF VEHICLES DURING PEAK HOURS

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BENEFITS OF VILNIUS PT SYSTEM

- Advanced informational system m.Ticket:

1) e-ticket,
2) online trip planning,
3) bus location information,
4) personal traveling data,
5) interactive information.

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BENEFITS OF VILNIUS PT SYSTEM (2)

- 6 fast routes:

1) dedicated lines for PT (36 km in total),

2) connection between the peripheral and central areas of the city,

3) ¼ of total traffic

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WEAK POINTS OF VILNIUS PT SYSTEM

Poor accessibility (according to average distance to the closest stop and the PT traffic):

- PT network is best developed in the center of Vilnius, while people living in peripheral areas experience mobility exclusion

PTAL value
- very good
- good
- fair
- poor
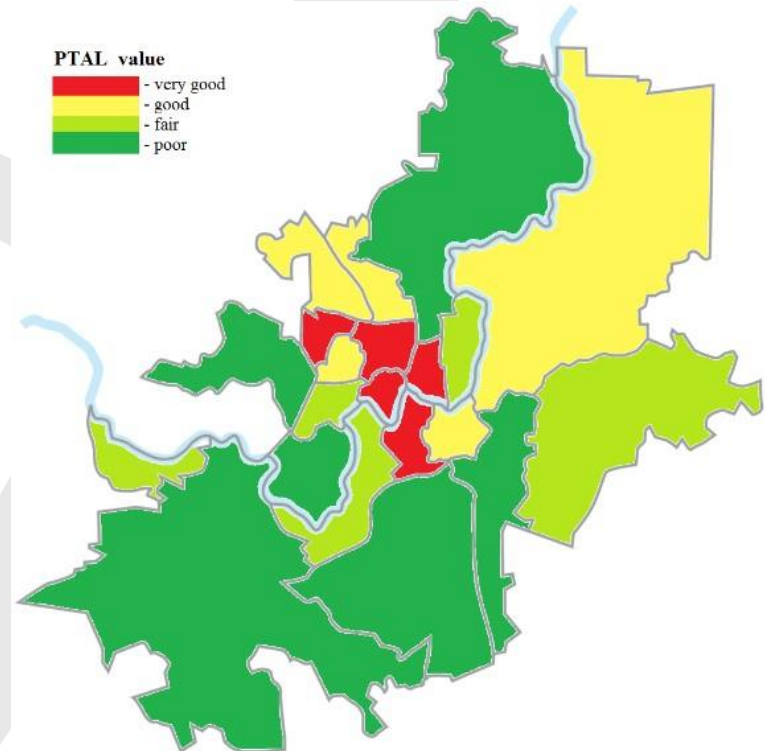
WEAK POINTS OF VILNIUS PT SYSTEM (2)

According to MEDIATE the average level of service is **1,8**. It means that in the best case accessibility policy **is systematic**, **but isolated** to specific population groups, or selected travel chain elements, modes or parts of the transport system

Level 0: no approach;
Level 1: ad hoc approach
Level 2: isolated approach;
Level 3: system-oriented approach
Level 4: integrated approach

No	Indicator	LOD*
A1	Accessibility plan	1,5
A2	User involvement	1,5
A3	Integrated accessibility policy	1,3
B1	Meeting user needs	1,8
B2	Accessibility maintenance	1
B3	Fare policies and alternative services	2,5
C1	Accessible information	1,75
C2	Accessible ticketing	2
D1	Accessible vehicles and built environment	1,7
E1	Seamless travel	3

* - level of development, LOD

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WEAK POINTS OF VILNIUS PT SYSTEM

Other gaps in Vilnius PT system:

- The only one PT operator – municipal carrier;
- Vilnius PT is completely dependent on government subsidies;
- Excessive influence of the political interests;
- Vilnius PT system is absolutely fixed.

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PROJECT OF REGIONAL INTEGRATION

- PT routes that go beyond the citys border are not coordinated between the two parties, they are introduced and maintained independently. For example, 86% of Trakai (one of the districts in Vilnius) routes extends to Vilnius city and partly duplicate those from Vilnius.

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CURRENT PLANNING AND OPERATIONAL PROBLEMS

Planning	• Duplication of routes causes inefficiencies. • Not coordinated PT scheduling. • Inability to respond to changing passenger needs in a timely manner due to a lengthy process of existing routes coordination and new routes implementation.
Ticketing	• Different ticketing systems. • Expensive to use PT from district to Vilnius.
Information	• No common passenger information system. • Limited availability of information.
Quality	• PT quality level is too low to attract new passengers.
Development	• No proper cooperation between the parties. (Municipalities, operators). • No clear development strategy.
Collaboration	• Recovery of expenses for cross-border routes (subsidies and compensations)

EXPECTED RESULTS OF ELIMINATION OF DUPLICATING ROUTES

	Urban public transport network		Regional public transport network	
	Number of routes	Mileage per working day, km	Number of routes	Mileage per working day, km
The situation until the reorganization	82	~ 21 000	96	~ 121 000
The situation after the reorganization	80	~ 17 000	95	~ 120 000
Total:	**-2**	**-4 000**	**-1**	**-1 000**

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POSSIBLE BARRIERS OF PROJECT DEVELOPMENT

POSSIBLE BARRIERS	POSSIBLE MEASURES
Lack of the cooperation between stakeholders	Incorporation from the first stages
Long lead times	Setting the project of primary importance
Negative passengers attitude	Active mobility consultancy
Lack of the passengers	Implementation of FTS

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CONCLUDING REMARKS

- As the survey showed, it is crucial for Vilnius to increase the number of passengers and reduce the costs of the service. Regional integration is the opportunity to organize PT services in more sustainable way. The analysis of the practices of other cities revealed, that cities having long-term, integrated approach policies are evolving successfully.

- The evolutionary tendencies are impossible to change thus the only solution is to adapt. It is considered that about 55% of the Vilnius PT services are ineffective because of the low population density and urban sprawl in periphery. Whereas the regional integration of PT would lead to creation of the unique system with benefits for both, passengers and suppliers

- The elimination of duplicating routes can cut the costs while smoother travel planning and usage of service leads to increased demand.

THANK YOU FOR YOUR ATTENTION!