

A wide, paved pedestrian walkway in Vilnius, Lithuania, during the day. The walkway is lined with trees and modern street lighting featuring spherical globe lamps. People are walking in both directions, some in groups and some alone. In the background, there are buildings, including one with a glass facade, and a food truck with a sign that says "AJOMAMA". The overall atmosphere is that of a vibrant, modern urban environment.

# Law of infrastructure: practise and challenges of implementation in Vilnius

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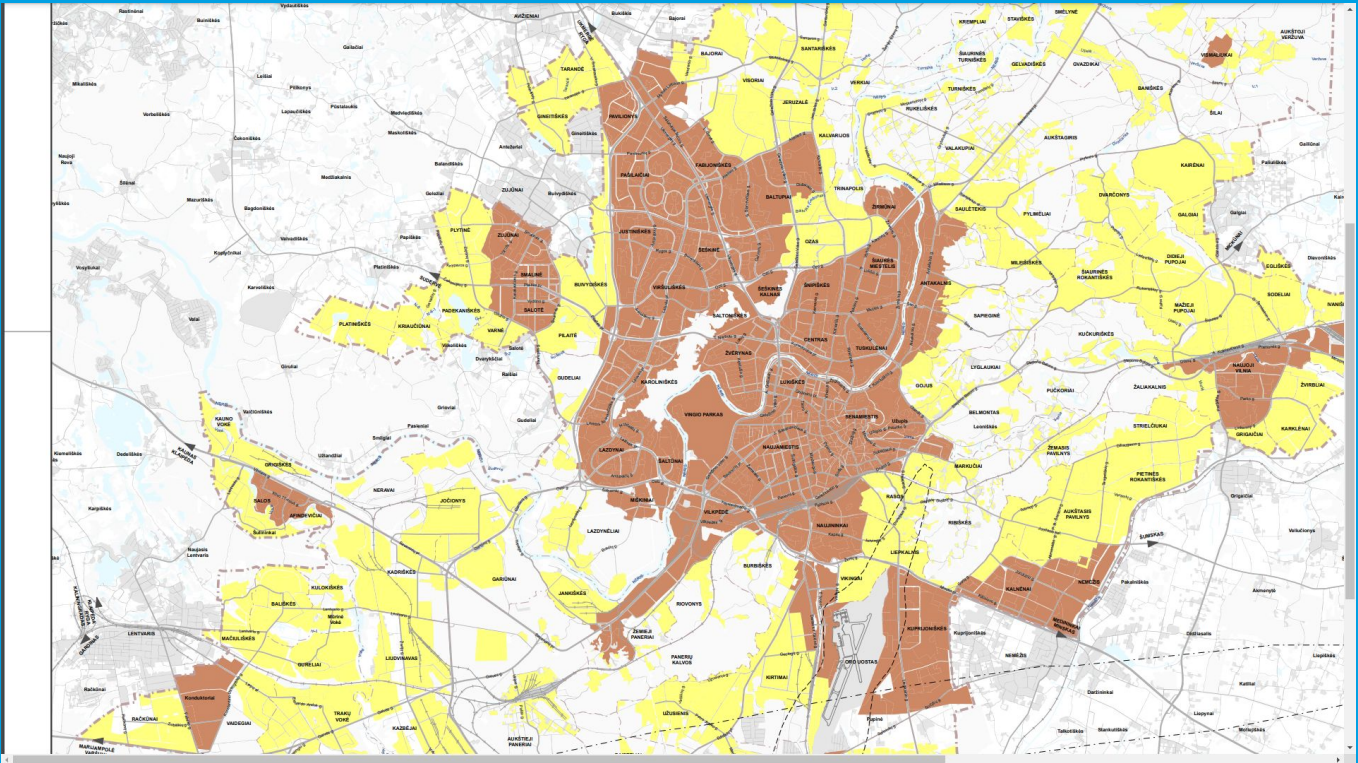


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*13 months ago – new law of infrastructure development was introduced. We use it as a tool for clear rules and regulations for systemic infrastructure development.*

*In the future it may even contribute to regulation of urban development tendencies.*

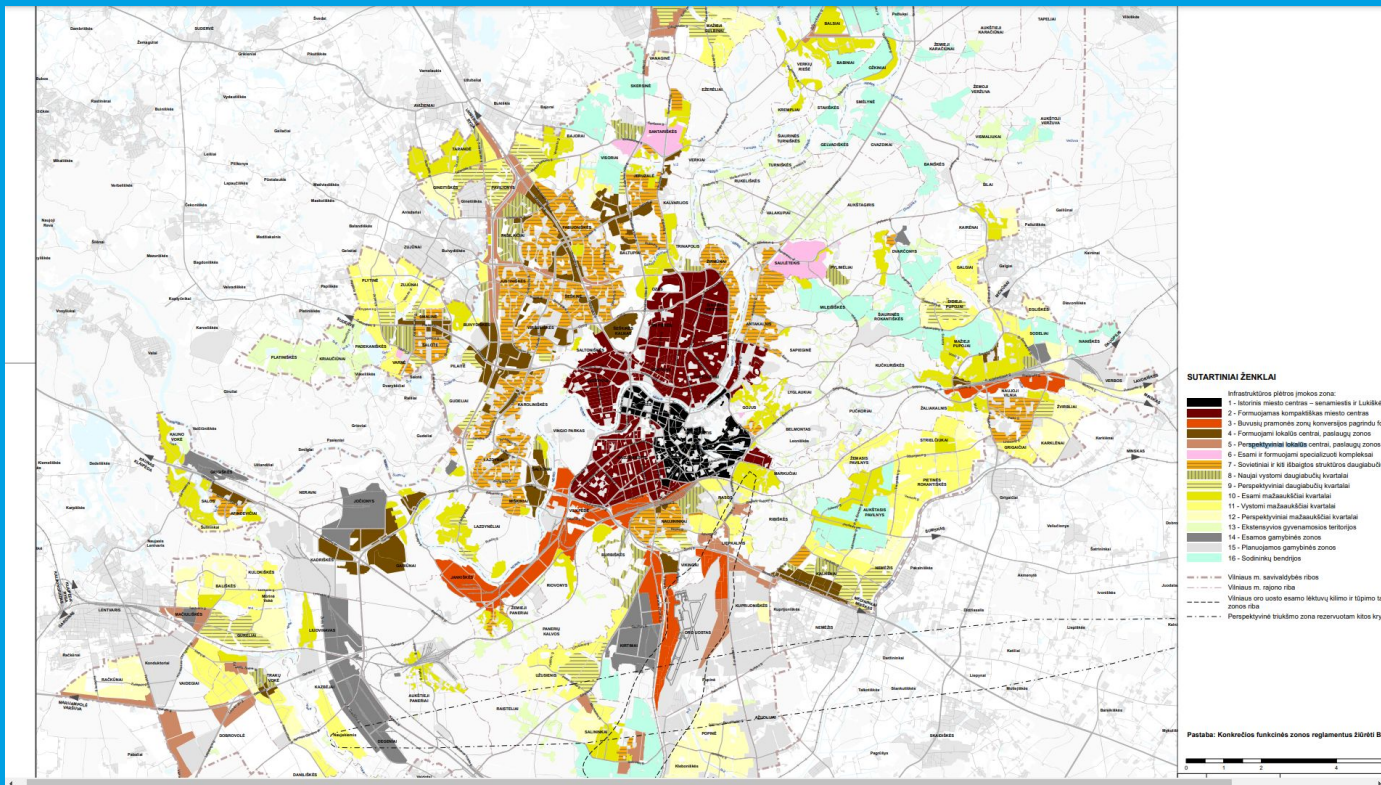
# First step: we start to have priority zones



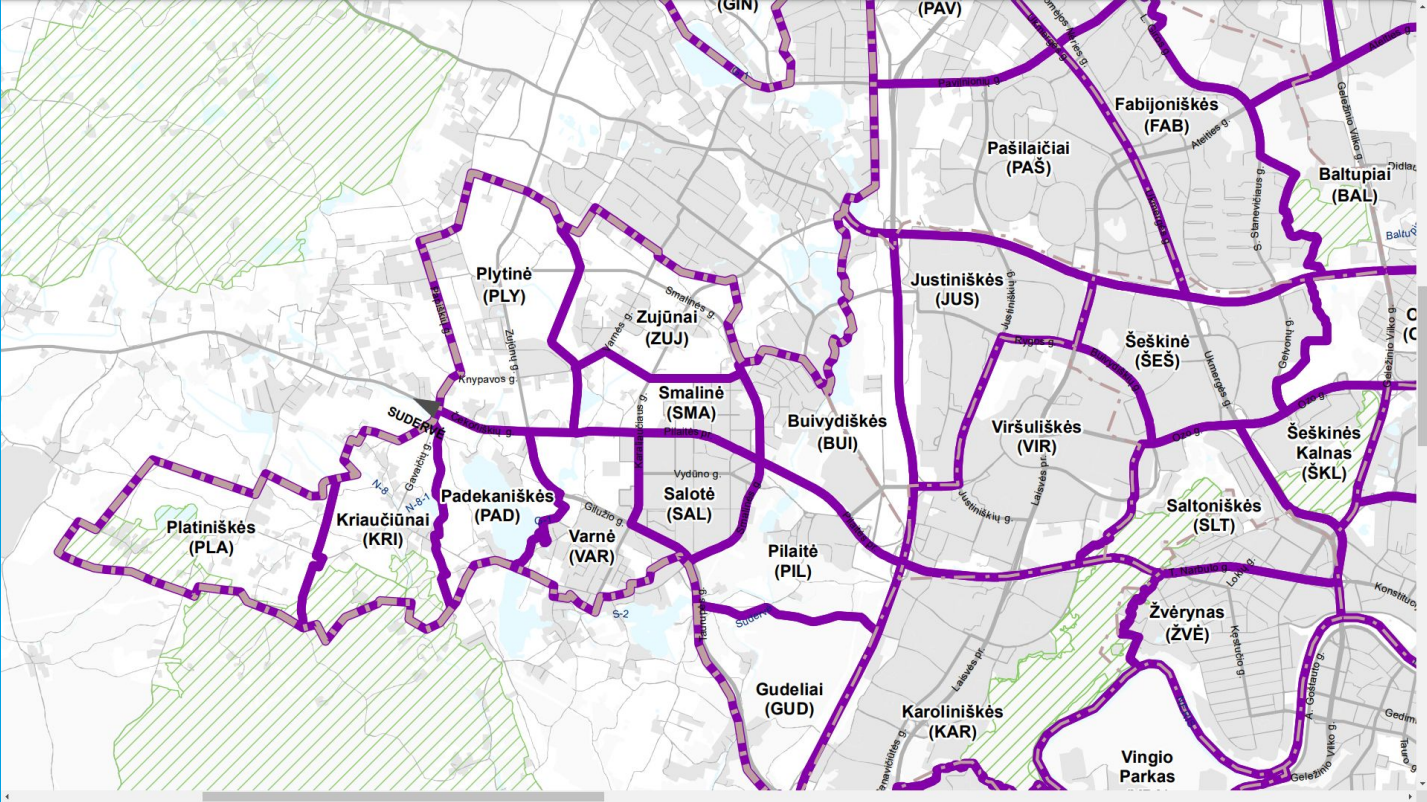
# Functional development zones



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# Smaller scale for more precise planning



# Knowing the development potential



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# Putting first prices

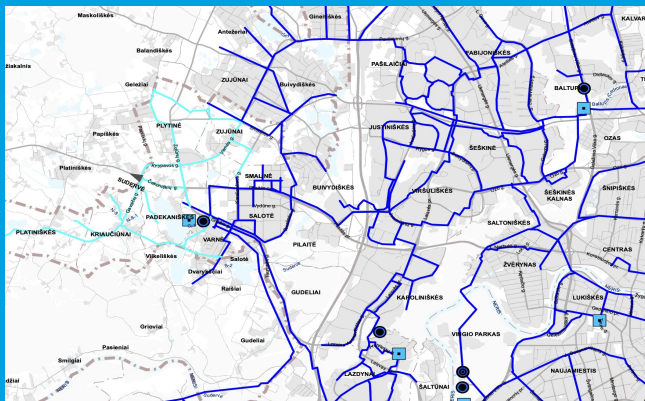
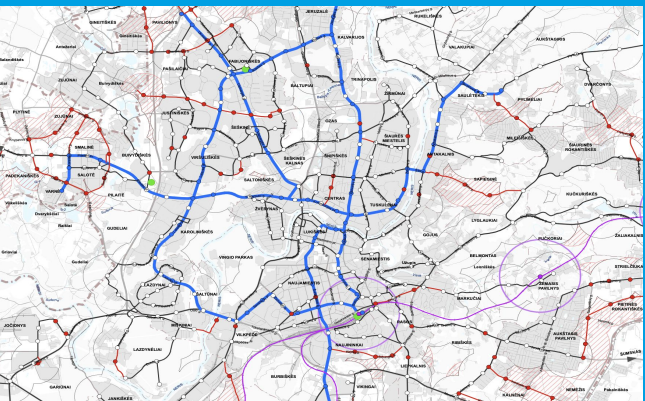
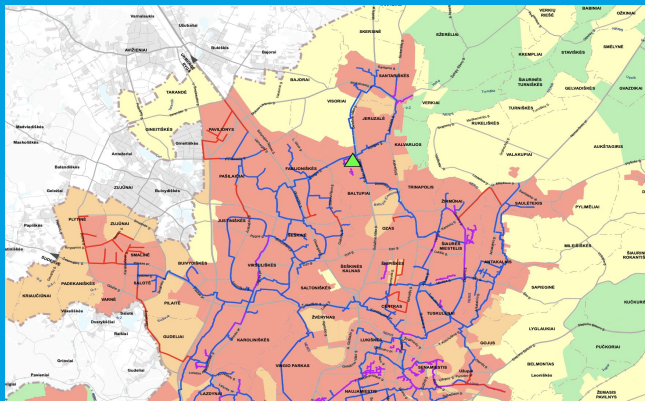
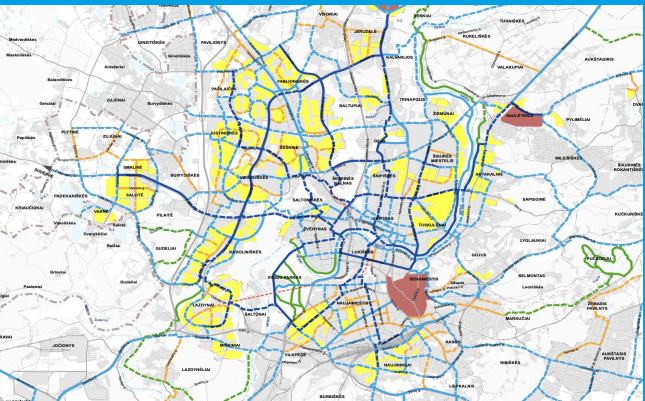
- Priority development – 30 EUR/m<sup>2</sup>
- Non-priority development – 50 EUR/m<sup>2</sup>
- Smaller tariffs:
  - Single family houses – 15 EUR/m<sup>2</sup>
  - conversion (regeneration) territories – 15 EUR/m<sup>2</sup>  
for demolished area
  - Storage facilities
  - Parking etc. facilities if rainwater waste is managed  
in the plot

# Regulating vs. stimulating

- The “discounts”:
  - First floor for commercial use
  - Underground parking
  - Playgrounds, sports infrastructure
- The possibilities – new street as a possibility for development differentiate the tariff.



# Infrastructure planning



# Setting priorities for infrastructure



- Sustainable infrastructure first – walking, cycling, public transportation.
- Social infrastructure, mostly – new schools and kindergartens.

# Lessons and challenges



- This law – is only one tool to work with regulation of development
- Working with the stakeholders is important
- It's a challenge to count in all the needed infrastructure, also real price would be a shock to the market
- It didn't help with urban sprawl trends
- Not many infrastructure contracts yet
- Day-do-day challenges based on regulation details

# Future plans



- Criteria for distribution of the funds – 30% in the area, 70% for integration.
- Differentiate tariffs more (and, probably, increase them) according to the infrastructure needs
- Smart(er) regulation



Thank you