

## Kaliningrad Baseline Review

City of Kaliningrad is the administrative centre of Kaliningrad Region. The city is located at the Kaliningrad Bay coast in Pregolya river estuary and considered to be not only the industrial centre but the centre of foreign-economic activity of the region.

Kaliningrad was found on 4<sup>th</sup> July 1946. The total city square is 22 303 ha, city population is 427 800 people.

Kaliningrad is located at the centre of Europe. Relatively close location to the capitals of Baltic countries and other European countries stimulates the development of active cooperation between Russia and foreign countries.

80 % of industrial production is concentrated in the capital of region. Kaliningrad is growing as the international centre of financial and economic relations between Russia and Europe. The city is the international multifunctional transport junction with developing transfer and store complex. Moreover, Kaliningrad is the centre of industrial production, tourism, science and education, culture and art.

Currently there are 300 cars per 1000 inhabitants in Kaliningrad. The number of cars is forecasted to be increased: “probable forecast” – 89 % increase of number of cars per 1000 inhabitants; “careful forecast” – 67 % increase.

Average age of vehicles registered in Kaliningrad is 18 years old. Mainly cars on Kaliningrad roads are cars produced in period 1986 – 1997 years. It should be noted that currently there is a tendency to renew private cars.

Most of vehicles in Kaliningrad use benzene (92, 95 and 98) and diesel as a fuel. Only 3 % of total amount of used fuel belongs to gas.

The main factors of traffic network development are Pregolya River with inflows system and radial railroad network which divide the city into 18 relatively isolated transport sectors connected by the limited number of transport links. Moreover the Pregolya River divides the city into two (northern and southern) parts with four transport links: ring road, radial road, direction “north-south” and direction “west-east”.

The system of traffic flows redistribution within the district is formed by the roads of local meaning. There are 828 roads in Kaliningrad, the total length of them 478 km; 267 crossroads are marked out as big intersections.

Due to the fact that the city has been divided into northern and southern parts there are only three ways of connections between them: three bridges which are irregularly located in the city. This fact also influences the overload of roads.

The lack of suitable transport connections between the main city roads (even taking into account the fact that the traffic network is developed enough) does not provide the effective functioning.

It causes the overload of single links of traffic network, overlapping of passenger vehicles and heavy duty vehicles and as consequence of this – city inhabitants' discomfort.

Nowadays transport service of Kaliningrad is presented by the system which includes:

- Bus lines and route taxis / minibuses (about 70 routes, capacity is 223 600 passengers per hour);
- Tram lines (6 routes, capacity is 95 000 passengers per hour);
- Trolley bus lines (6 routes, capacity is 52 000 passengers per hour).

Public transport lines are mostly served by private companies; tram and trolley bus lines and several bus lines are in municipal property. Currently urban sector is served by one municipal and 8 private passenger transport companies.

City roads do not have the separate line for the public transport. Tram lines usually located in the middle of the roadway that causes some difficulties at the crossroads. Due to the fact the public transport routes have diametric features, the city outlying parts are underloaded by transport as opposed to the city centre. Moreover the public transport speed is equal only to 15 km per hour – the speed is significantly lower than the speed of private cars.

Electric transport (tram and trolley bus) yields to buses because of the lower speed, limited opportunities of the route network and threadbare vehicles.

City traffic network optimization and transport infrastructure development are among the important activities of local authorities. The concept of City Central Part reconstruction in the framework of the second defensive fortification was developed by the request of the Committee of Architecture and Town-planning in the year 2007 and has been implementing to present day.

Public is highly involved into the process of transport problem solving. There is a programme "Pozitsiya" (eng.: position) broadcasted on the local TV where everyone can express his opinion and his view on how to improve the existing transport situation. Most of proposals are being evaluated by the specialists and used in their work.

All adopted decisions concerning traffic infrastructure development are confirmed by Resolutions of the Head of City District Administration and Decisions of the City Deputies Council. The information about adopted decisions are being disseminated to the public through mass-media. Not only municipal funds are used for transport situation improvement, but also the finances of investors are used.

Transport policy principles are included into the General Plan of City development (up to the year 2015). This Plan is aimed at sustainable city development and arrangement of conditions for comfortable citizens' life. The Plan foresees the following activities:

1. Planting of greenery and city development, transport and engineer infrastructure development.
2. Ensuring the reliability of transport connections between city districts through the building of new artificial construction and reconstruction of the old ones.
3. Development of such road system which will ensure the suitable transport connections and allow unloading the central part of the city.



4. Increase the capacity of some city roads.

Primary measures aimed at development and improvement of Kaliningrad transport infrastructure are directed to the carrying out of the following activities:

1. Optimisation of transport connections in the directions “north – south” and “west – east”.
2. Limitation of transit traffic flows in the city centre.
3. Capacity increase of some city roads.
4. Improvement of transport connections between peripheral city districts and between periphery and central city part.

The General Plan foresees the following activities in the sphere of electric transport development:

1. Reconstruction of existing tram lines using new technologies (noiseless roadbed, etc.);
2. Reconstruction of contact system of existing trolley bus lines;
3. Construction of new tram lines in northern part of the city.

In order to improve the transport infrastructure it is planned to build the many-storeyed garages, garages for taxis fleet, parking places in the central part of the city, several fuel filling stations and maintenance stations.

### **Conclusions**

Kaliningrad street and road network has been formed by the natural factor – Pregolya River and historical peculiarities. Pregolya River and the railroad network divide the City into the 18 transport zones connected with each other by the limited number of transport connections.

Transport system is extensively developing – traffic load of roads exceeds the transport network capacity; the most increase of traffic load level is in the city centre and on the roads with good pavement. Private transport prevails over the public transport.

Formerly municipality activities in the sphere of transport policy had been mostly short-termed (just immediate reaction on the problem) thereof the strategic decisions were not taken and combined into the one strategy.

