



Kuopio regional SUMP-process

SUMP training sessions for cities 21.1.2026

Matti Vänskä, transport system designer, City of Kuopio



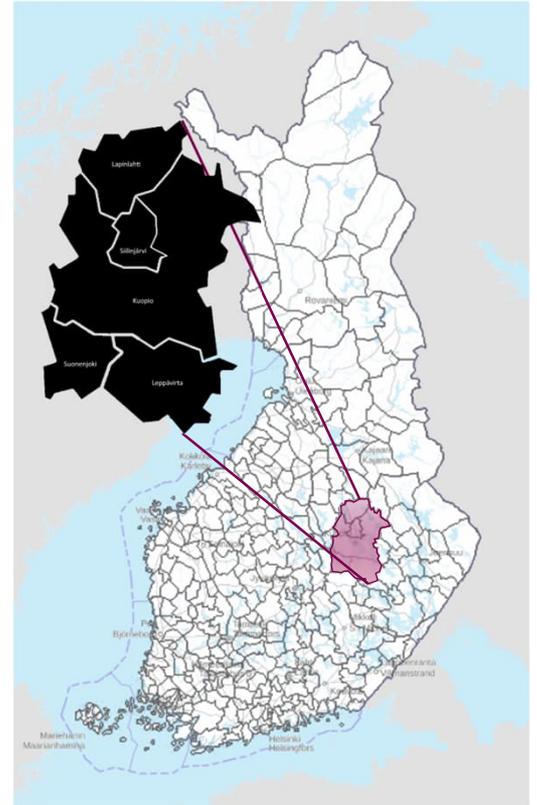
Presentation content

- Kuopio urban region (FUA)
- Why SUMP
- Start and participants
- Process and interaction
- Vision, goals, measures and monitoring
- What did we learn?
- Questions / comments?

Kuopio urban region (FUA/MAL)

The Kuopio urban region (MAL/FUA) includes six communities:

- City of Kuopio ~126 000 inhabitants
- Siilinjärvi municipality ~21 300 inhabitants
- Leppävirta municipality ~8 900 inhabitants
- Lapinlahti municipality ~8 800 inhabitants
- City of Suonenjoki ~6 600 inhabitants
- Tuusniemi municipality ~2 300 inhabitants
- Total ~173 900 inhabitants



The current state of sustainable mobility

Kuopio region - general



45 % on regional trips are made sustainably by walking, cycling or public transport



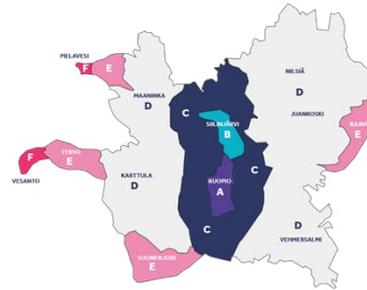
Just over half of the trips are less than 5 km long.



In the region, developing traffic conditions for sustainable mobility is considered more important than developing traffic conditions for passenger cars.

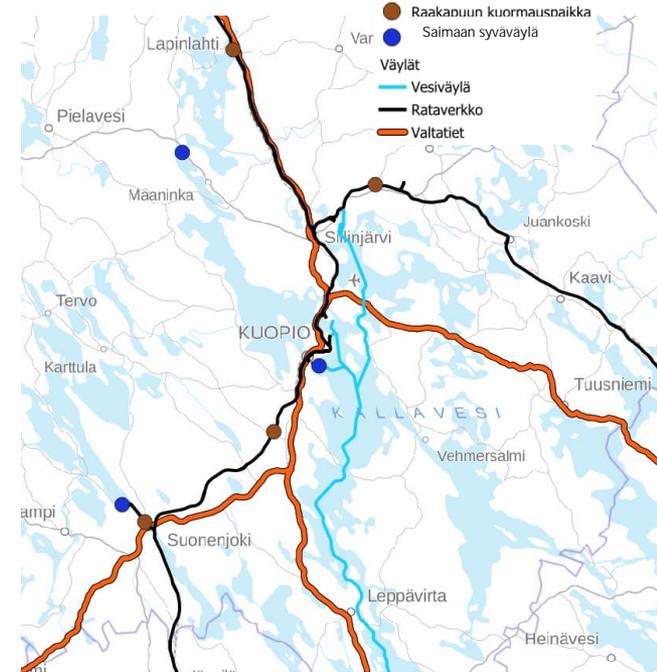
Public transport

The Kuopio regional public transport (Vilku) service area is divided into six (6) zones A-F and covers Kuopio and Siilinjärvi as well as parts of the Suonenjoki, Kaavi, Tervo Vesanto and Pielavesi areas. Outside this service area, Joukkis - Eastern Finland public transport, managed by the North Savo ELY Centre, operates. Frequent bus service covers the core urban area of Kuopio and Siilinjärvi



In addition to bus traffic, the MAL region also has long-distance train traffic, for which the competent authority is the Ministry of Transport and Communications (LVM). There are long-distance train stations in the region in Kuopio, Siilinjärvi, Suonenjoki and Lapilahti. The ticket products for long-distance train traffic and Kuopio's local bus traffic are not identical, which complicates travel chains in the region.

Logistics



Key logistics routes, ports and loading points in the Kuopio region

Why SUMP?

- Based on EU Regulation (EU) 2024/1679 on TEN-T urban nodes requirements:
- Incorporated into Kuopio urban region's (FUA) MAL (land use, housing and transport) agreement with the state (signed 12.12.2024).
- Process was supported by state grant (Traficom) for mobility management 2024.

41 artikla

Kaupunkisolmukohtia koskevat vaatimukset

1. Jotta varmistetaan koko verkon tehokas toiminta ilman pullonkauloja, jäsenvaltioiden on Euroopan laajuisista liikenneverkkoa kaupunkisolmukohdissa kehittäessään varmistettava, että

a) vaihtoehtoisten polttoaineiden lataus- ja tankkausinfrastruktuuri on saatavilla asetuksen (EU) 2023/1804 mukaisesti;

b) 31 päivään joulukuuta 2027 mennessä

ii) hyväksytään kullekin kaupunkiliikenteen solmukohdalle kestävän kaupunkiliikenteen suunnitelma, johon sisältyy muun muassa toimenpiteitä eri liikennemuotojen integroimiseksi ja siirtymiseksi kohti kestävästä liikkumisesta, tehokkaan päästöttömän ja vähäpäästöisen liikkumisen sekä kaupunkilogistiikan edistämiseksi, ilmansaasteiden ja melusaasteen vähentämiseksi ja tarvittaessa liikenteen saavutettavuuden arvioimiseksi käyttäjien kannalta, ja seurataan suunnitelman toteutumista; ja

ii) kerätään ja toimitetaan komissiolle kaupunkiliikennettä koskevat tiedot kaupunkisolmukohdittain kestävyys-, turvallisuuden ja saavutettavuuden aloilta 2 kohdassa tarkoitettujen indikaattoreiden ja menetelmien mukaisesti;

Toimenpiteet vuosille 2024–2027

1. Kunnat varmistavat, että seudun liikennejärjestelmäsuunnitelma toteuttaa Euroopan laajuisia liikenneverkkoja (TEN-T) koskevan asetuksen kestävän kaupunkiliikenteen suunnitelmaa (Sustainable urban mobility plan, SUMP) koskevat vaatimukset vuoden 2027 loppuun mennessä. Seutu on käynnistänyt erillisen kestävän kaupunkiliikenteen suunnitelman laadinnan ja se valmistuu vuoden 2025 aikana.

Päätös

Traficom on käsitellyt saapuneen hakemuksen ja myöntää hakijalle liikkumisen ohjauksen valtionavustusta enintään 35 000 euroa. Mahdollinen avustuksen saajan maksettavaksi jäävä arvonlisävero sisältyy avustukseen.

Jos hankkeen toteutuneet kustannukset jäävät suunniteltua pienemmiksi, valtionavustuksen kokonaismäärä on kuitenkin enintään 75 prosenttia hankkeen hyväksyttävistä kustannuksista.

Avustus maksetaan valtion talousarvion momentilta 31.20.55 julkisen henkilöliikenteen palvelujen ostot ja kehittäminen. Momentilla on lisäjaottelu liikkumisen ohjaukselle.

Preparation phase, participants



- The preparation of the regional SUMP plan began in autumn 2023.
 - It was regionally understood that a SUMP plan would have to be prepared for the urban area sooner or later. (EU-regulation)
 - The participating municipalities and other stakeholders were surveyed. The final participating municipalities and stakeholders were:
 - The cities of Kuopio and Suonenjoki
 - The municipalities of Lapinlahti, Leppävirta and Siilinjärvi
 - North Savo ELY-center (since 1.1.2026 Eastern Finland Economic Development Center)
 - North Savo Regional Council
 - The state aid application was submitted to Traficom at the end of November 2023 and the decision on state aid was received in early 2024

Project phase



- The project was launched in March 2024 and the plan was completed during 2024
- The plan was submitted to decision-making in the participating municipalities in late 2025.
- At the beginning, a steering group was formed, to which representatives from Traficom (co-financier) and the Wellbeing services county of North Savo were also added:

Members of the steering committee:

- Matti Vänskä, City of Kuopio (chairman)
- Hanna Väättäinen, City of Kuopio
- Heli Laurinen, City of Kuopio
- Tero Piippo, City of Kuopio
- Rami Linna, Lapinlahti municipality
- Timo Nenonen, Siilinjärvi municipality
- Riikka Leskinen, Siilinjärvi municipality
- Timo Kortelainen, City of Suonenjoki
- Kimmo Hälinen, City of Suonenjoki
- Jani Nissinen, Leppävirta municipality
- Tapio Montonen, Leppävirta municipality
- Antti Rahiala, Finnish Transport and Communications Agency Traficom
- Patrick Hublin, North Savo Regional Council
- Säde Rytönen, Wellbeing services county of North Savo
- Terhi Nissinen, North Savo Economic Development Centre
- Eeropekka Lehtinen, Sweco Finland (consultant)

Which parties were involved?



Public sector:

- Municipal administrations
 - land use planning, traffic planning, welfare services, educational services, business services
- secondary and third-degree schools
 - Savo Consortium of Education (SAKKY), Savonia University of Applied Sciences, University of Eastern Finland
- Provincial actors
 - Wellbeing services county of North Savo, North Savo Regional Council
- State actors
 - North Savo Economic Development Centre, Finnish Transport and Communications Agency Traficom

Private sector:

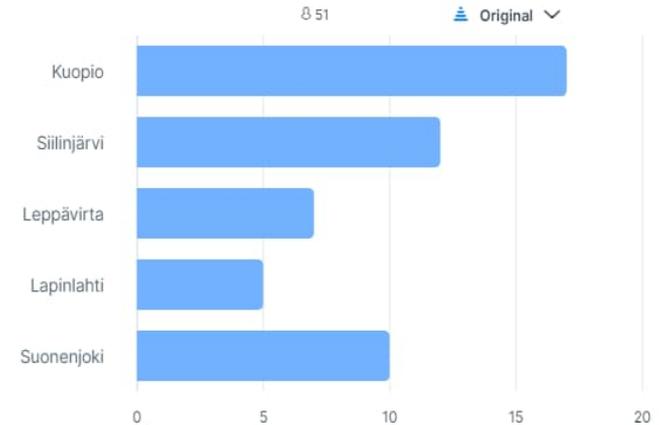
- Energy sector
- Public transport operators
- Logistics operators
- Commercial sector

Resident council

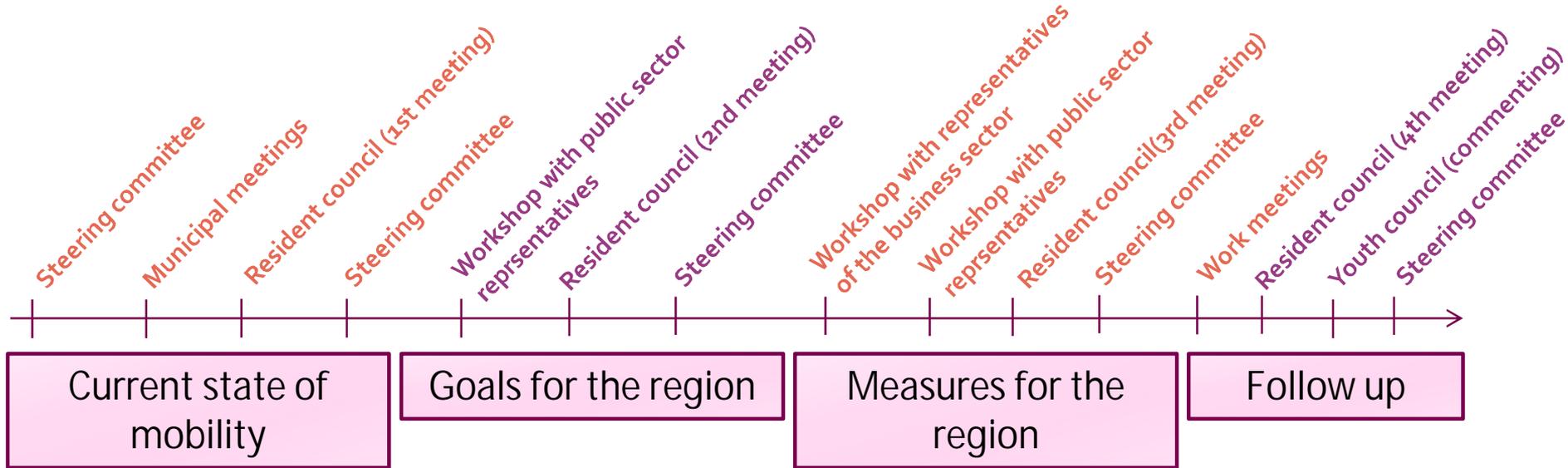
- There were a total of 45 applicants for the residents' council.
 - In reality, more, but not all the applicants left their contact information
- The final participants (22 inhabitants) were selected from 45 applicants who left contact information. The selections aimed to find a group from each municipality that was as heterogeneous as possible in terms of age, place of residence and main mode of transport.
- The role of the residents' council was:
 - Participate in the preparation of the regional plan in the agreed work phases
 - Give the residential perspectives to support the regional plan
 - Comment on the solutions presented
 - To spread information to local communities



Asuinkunta



Kuopio MAL region's SUMP process - Interaction





The functional region vision for the 2030s prepared by the municipalities for the Kuopio region's MAL cooperation is "Together different - strengthening vitality - developing sustainably". The vision for the Kuopio region's transport system plan, which was prepared on the basis of this, also serves as the vision for the sustainable transport plan:

Uniting diversity

The transport system supports the utilization of the strengths of the region's various areas by enabling efficient and sustainable travel and transportation throughout the region.

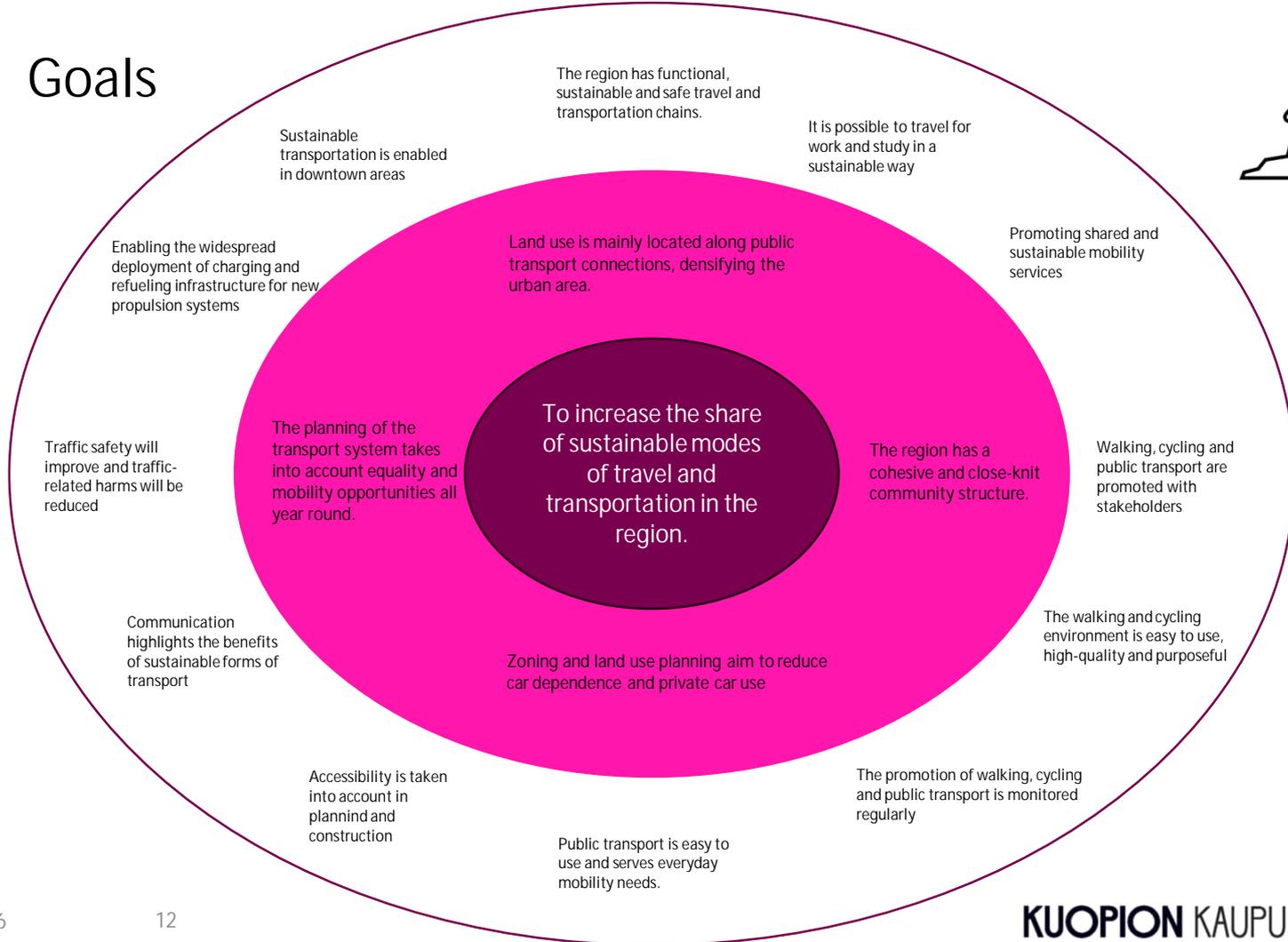
Strengthening vitality

The transport system and its continuous development are a premise for ensuring the accessibility of the region. A functioning transport system enables diverse housing and business activities and strengthens the attractiveness of the region.

Promoting sustainability

Planning and control of regional land use, together with the continuous development of the transport system, support a sustainable community structure and improve the equality and safety of mobility, attract the use of sustainable forms of transport and enable the achievement of national emission and environmental targets in the region.

Goals



Prioritization and scheduling of measures



The promotion of measures is partly tied to annual target themes over the next five years.

- In 2025, the focus will be on developing a sustainable mobility communication and marketing plan, which will lay the foundation for the coming years.
- In 2026, the focus will be on updating the winter maintenance classification of cycle paths, ensuring the safety of school environments, separating pedestrians and cyclists, and small and effective infrastructure improvement measures.
- In 2027, the focus will be on the development of hubs and main stops, the management of employee and student mobility, accessibility of public transport, and sustainable urban logistics.
- Scheduling the measures beyond three years is not considered appropriate. The target themes and measures to be promoted for 2028-2029 will be decided in 2027 at the latest.





Type of measure	Overview of measures	Measures (pcs)
Walking and cycling	The measures aim to improve safety and smoothness for both modes of transport by paying attention to the structural separation of modes of transport where this is necessary considering the traffic environments. In addition, with regard to walking, the aim is to improve the accessibility of the region's traffic environment with small and cost-effective measures. With regard to cycling, the aim is to promote year-round cycling in particular and to develop cycling infrastructure, including parking, in the region in general. Public and private actors (employers) in the region are encouraged and instructed (general instructions) on the means and measures by which sustainable mobility of employees can be supported.	8
Public transport and travel chains	The measures primarily aim to secure the current service level and timetables of public transport, as well as the price level of ticket products and ticket cooperation between different operators. Regarding public transport infrastructure, the aim is to improve accessibility of public transport and the main stops in municipalities in particular.	7
Information, communications and marketing	A regional communication and marketing plan for walking, cycling and public transport will be drawn up. In addition, the regional responsibility for sustainable transport work will be assigned regionally and decision-makers' awareness of sustainable transport in general will be increased.	4
Carpooling and ridesharing	Transport services in the region will be developed so that statutory and other rural transport services purchased by municipalities and service areas could be opened to all customers and combined more than the current situation. Efforts will be made to promote carpooling and parking policies where appropriate, especially in the denser urban structure of Kuopio and Siilinjärvi.	2
Logistics	The measures aim to promote the improvement/development of logistics sustainability using the tools available to municipalities, land use planning and its role as an enabler. In addition, by improving stakeholder cooperation between authorities and logistics operators, awareness of the challenges, needs for action and good practices will be improved on both sides.	3
Resources and funding	The measures aim to secure and partly increase the level of municipal funding for small and agile infrastructure improvement measures and also direct funding to the implementation of the measures in this plan. In addition, the municipalities in the region are actively seeking external funding and improving the quality of plans regionally through external audit of plans, which aims to share good practices regionally.	3

Monitoring

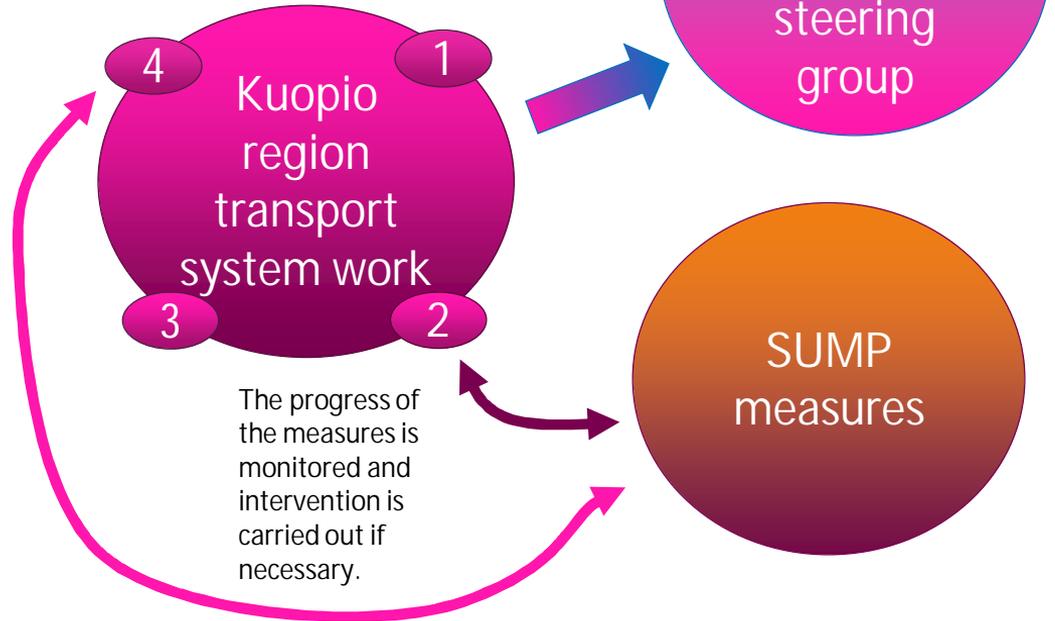
Monitoring and steering the progress of the measures will be integrated into the existing transport system work.

- At the last meeting of the Kuopio Region Transport System Working Group of the year, measures for the following year are agreed upon and the results of the current year are reviewed.
- The implementation of the measures will be monitored at the second meeting of the year.
- The transport system working group continues to report on progress to the MAL monitoring steering group, which also includes key-decision-makers from all municipalities.

Decide on next year's measures and monitor the current year's performance

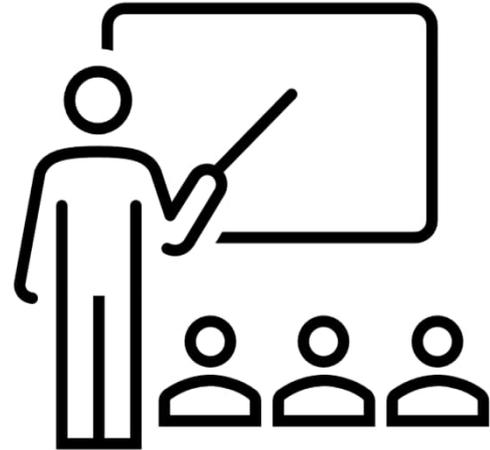


Reporting once a year



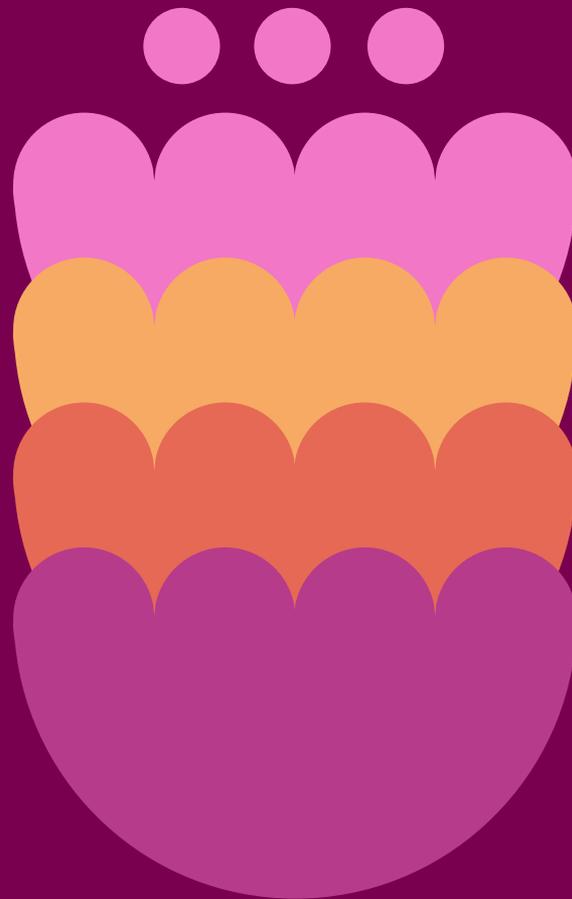
What was learned?

- The residents' council was seen as a good way to involve the region's residents.
- A regional SUMP provides a broader vision, but does not eliminate the need for the central city's own SUMP work.
 - Example, the Kuopio city center needs more ambitious goals
- Decision-makers were not involved in this work, this was a conscious risk due to the upcoming municipal elections, but otherwise this would be very important.
 - The decision-making process for the plan was also deliberately postponed until the end of 2025.
- It is worth making an effort to contact the business sector during the process.
- Sufficient resourcing to implement measures is vital!





Thank you!



More information: matti.vanska@kuopio.fi



Juhlitaan yhdessä!

250 vuotta hyvää eloa, ilo ja oloa Kuopiossa.

kuopio250.fi

