



Kaunas City Municipality Sustainable Urban Transport Plan

- Preconditions to implementing a successful SUTP

DRAFT VERSION – v3

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Towards Sustainable Urban Transport in Kaunas

Introduction

The 'Sustainable Urban Transport Peer Review Methodology' was developed for BUSTRIP and designed to assist partner cities in preparing and implementing Sustainable Urban Transport Plans (SUTP). Kaunas participation in BUSTRIP was to assist the city in understanding what activities, policies and processes might need to be undertaken to establish a successful Sustainable Urban Transport Plan.

BUSTRIP is a project co-funded by the EU INTERREG IIIC programme (www.bustrip-project.net). The project ran from July 2005 until December 2007 and the idea for it emerged from the work of the European Commission on the 6th Environmental Action Plan¹ and the Thematic Strategy on the Urban Environment².

For Kaunas, the BUSTRIP Project has produced three main research documents for the city; a self-assessment report (used as a baseline research document by the peer reviewers); a peer review report, and this SUTP report. The external expert peer review was conducted in the spring of 2006 and a full report was produced towards the end of 2006.

The Peer review enabled external experts to visit Kaunas and engage with leading decision makers and practitioners in sustainable urban transport issues here. Their findings provided an independent review of the progress being made in the city towards sustainable urban transport, and ultimately provided a framework for understanding how the cities can make a greater contribution to the Lisbon Strategy³ as well as providing a reporting framework against part of the Aalborg +10 Commitments⁴

The peer review team was made up of a mix of different professions related to sustainable urban planning – including city architects, economists, city and transport planners, mobility project leaders, strategic planners, and freight and logistics experts. Whilst in Kaunas, they interviewed a range of local experts including Heads of Municipality Divisions and Departments; Chamber of Commerce Directors; architects; private company urban planners; private transport directors; school directors; students; members of the public; city councillors; business leaders; and local NGO leaders.

As well as experts coming to Kaunas, Kaunas provided its own people to act as peer reviewers in partner cities. to experience how other European cities managed sustainable urban planning.

The benchmark used in this assessment has been developed within the BUSTRIP project. It is substantially based on the work of the European Commissions Expert Working Group on sustainable Urban Transport⁵.

Within the lifespan of the BUSTRIP project it was not considered possible to produce a SUTP for the city as there is still far too much groundwork that needs to be completed.

Therefore this report outlines in detail the work necessary in order for a SUTP to be possible. I sincerely hope that the city administration encourage the city council to fully support the work required in order to implement a sustainable urban transport plan (SUTP) that will enable Kaunas to maintain its high profile as a leading city in sustainable mobility issues.

The report's comments and criticisms must lead to constructive internal discussion and actual improvements based on the report recommendations

¹ <http://europa.eu.int/comm/environment/newprg/>

² http://europa.eu.int/comm/environment/urban/thematic_strategy.htm

³ http://europa.eu.int/growthandjobs/pdf/COM2005_024_en.pdf

⁴ <http://www.aalborgplus10.dk/>

⁵ http://europa.eu.int/comm/environment/urban/pdf/final_report050128.pdf

Background

First of all, Kaunas City needs to state clearly whether sustainable urban transport planning (SUTP) is a top priority for the city or not. If it is not – then this document and all the work done within the BUSTRIP (and other projects such as MoCuBa, MUE25, and CIVITAS) have clearly been a waste of time.

If it is a priority then the city council and administration should push for this report to be accepted by the city for full implementation. Within the EU, SUT plans has become a pre-requisite for accessing major funds for sustainable transport, environment and urban development, Unless Kaunas City Municipality makes significant improvements to the way in which it manages SUT planning, it will struggle to successfully access any major EU funding for transport and environmental related projects – especially if competing against cities that have a SUT Plan or planning process in place. This is fact.

What is a Sustainable Urban Transport Plan / Planning?

It is a process supported at the highest EU level that encourages cities to develop a more coordinated process of planning in order to solve urban transport problems and related issues.

The production of a Sustainable Urban Transport Plan (SUTP) is not a final and concrete document; instead it should be considered as a tool in the overall strategic planning process for the city of Kaunas. In order for it to work and to be effective, it needs to have at least the following Divisions of the Municipality working regularly and effectively together: Transport; Environment; Health; Urban and Strategic Planning; Economic and perhaps also Social and Energy. In some other European cities the task of coordinating and preparing an SUTP is done within the City Planning Department - a department that usually includes all of the above named divisions.

Working together should be more than just coming together when there is a problem to solve; it means working together regularly to identify potential problems BEFORE they arise. Therefore, the inter-departmental co-operation and the working group for SUTP should not be seen as additional work for city officials or increased bureaucracy; instead it should actually help the city's departments to better understand the city's future development and encourage a better organized work environment with good communication and co-operation between different departments/divisions.

SUTP is about integration – through a mix of practice and theory on horizontal and vertical levels. The SUTP is NOT an additional layer of planning. In fact, most of what the municipality will need for implementing the SUTP is already available – but it is available in different forms and formats and within different divisions and departments (that are also quite often in different buildings).

What we expect a SUTP to do is to bring together into a single document, all the relevant elements from each of these other report, strategic plans, research documents etc that have already been produced. For Kaunas, the SUTP should provide a new method of tackling current and future problems. It should actually increase efficiency and cooperation between departments and divisions involved.

The SUTP Benchmark

The BUSTRIP project has concluded that there are two essential components to a SUTP:

***SUT – Planning:** based on close cooperation that delivers integration between all transport modes and policy sectors and geographical coverage of the whole plan area (national/regional plans, other relevant city wide plans, transport companies and providers plans and strategies, neighbouring municipalities)*

***SUT – Plan:** the efficient implementation of policies and measures and ultimately target achievement and based on the movement of goods and people in a more sustainable way, comprehensively addressing all forms of public and private transport, moving and parked vehicles and well as freight transport and logistics. These transport categories are dealt with in an integrated way.*

This report outlines in detail the SUTP benchmark and comments on the status of Kaunas Progress to date. Please note that since this report was completed there have been further improvements to the SUTP process in the city – something that should be highly commended.

Executive summary

Kaunas has achieved some positive moves in some areas of sustainable development and has gained notable support from EU institutions for its work in projects related to energy efficiency, environment and sustainable transport. The city is compact with easy access both into, out of, and within the city and there is already a public transport system that is highly used and popular with a large share of public usage.

The city also has many strategies for spatial and transport planning – some with elements of sustainable planning.

However, it would seem that for every positive action carried out in the city relating to sustainable development, there appears to be an opposite and equal re-action. Where Kaunas has achieved some notable successes in EU projects related to sustainable issues, these successes have rarely been communicated effectively to the public, media, and within the municipality. The lack of a city PR or marketing division may be the reason for this.

If Kaunas is serious about SUT planning, then it needs to think about redefining its city priorities and making sure that these are reflected in a clear, concise, city strategic vision. Such a city vision should be a priority for the City's Strategic Planning Division and if it already currently exists then it is not clear where it is – or what it actually is. Therefore it has been difficult within this project to find out exactly how SUT planning fits into the overall city strategic planning.

The implementation of many of the city plans seems to lack stable administrative and political support and interest. It is very important to have this in order to implement a good and structured SUTP. This lack of support may be due to a lack of understanding of the principles of sustainable development at policy decision making levels within the city – or a general lack of interest.

There seems to be an insufficient system for monitoring and evaluating the current situation or the development of the city of Kaunas. Plans, feasibility studies and strategies for city development are produced regularly but rarely are they reviewed and revised. Instead quite often completely new plans are formed without reference to previous ones. Project and planning methodology is rarely if at all analysed nor are improvements recommended or implemented.

Sustainability does not yet have the importance of action (more words than actual meaning). And the development of the SUTP will need a closer cooperation between all departments within Kaunas city as well as regional level. Currently sustainability only exists within several EU partnership projects within the Municipality, which means that quite often as soon as these projects finish – the interest in sustainability also ceases to be an interest.

What cooperation there is on an inter-departmental level appears only to be working effectively within the lifespan of EU partnership projects where inter-departmental working groups have been established. Again, this type of cooperation only to be effective as long as the project lasts.

On specific transport related issues, a lot of suburban settlements quite often have poor access to good quality public transport services. Traffic safety is an issue throughout the city affecting car drivers, pedestrians, and cyclists. Cycling in the city is rare and perhaps an improved cycling infrastructure, with dedicated lanes, traffic signals, bike stands etc. would increase the interest and safety of cycling as a mode of transport.

Although the public transport share is high, there are no separate bus lanes or priority traffic signals (yet). Parking management is insufficient in Kaunas city centre and there needs to be attempts to keep the share of car traffic under control and develop the public transport so that it stays competitive.

There is no proof of efforts being made to decouple (to break the link between) economic growth from transport growth. In fact there appears to be no real attempt to manage effectively economic growth in the city. Transport issues seem to be secondary to all other development issues in the city pointing to a weak link between city structure and transport development.

The national freight flows are mainly concentrated to roads, not rail – because of lacking infrastructure. The road freight transports are increasing which impacts on urban traffic flows. It is difficult to ascertain however whether there exists a national freight transport policy – if one does exist then it is not clear how it is used in planning freight traffic in Kaunas city.

Main conclusions

- Improve the image and the function of the public transport in order to at least try to maintain usage at today's very high level!
- Raise the awareness of the importance of sustainable planning at political and administrative levels
- Develop and improve the communication and working relationships between internal (municipality divisions and departments) and external stakeholders (in particularly members of the public and NGOs).
- Establish a permanent – NOT project related - inter-sectoral working group as a channel for communication.
- Recognise the importance of report recommendations produced from so called 'soft measure' EU projects.
- Recognise the importance of EU partnership projects as a link to increasing knowledge, skills and awareness of European sustainable development issues

	BUSTRIP SUTP Benchmark	Kaunas City - Current Situation	Issues to Consider / Recommendations
SUT - Planning			
1	<p>SUTP and Sustainable Development Strategy;</p> <ul style="list-style-type: none"> Describe how the municipality plans, strategies, actions, and targets are (or are not) part of an overall sustainable development strategy with a long-term perspective. <p><i>Please note: The sustainable development strategy should integrate transport and mobility planning with comprehensive planning and sectoral plans (especially land use and spatial planning, environment, social inclusion, economic development, safety, health, education and information technologies. The strategy could be an existing one or be developed in the course of the SUTP process</i></p>	<p>There is much work going on, on European Union level, about sustainable transport and development. There are several important documents and strategies that have been developed. The city of Kaunas has signed the CIVITAS Forum membership as well as the Aalborg Commitments which show a good understanding of the importance of action. But, more work need to be done for the city to completely understand and work according to the strategies set up by the EU.</p> <p>The municipality of Kaunas has produced a lot of different plans and strategies (such as Strategic plan for Kaunas city 2015; the Environmental and Transport plan; and the Master plan) about sustainable planning. There appears on paper at least, a will to make Kaunas a sustainable city.</p> <p>There are no overall efforts made to incorporate a sustainable development way of thinking into any of the individual strategies, plans and targets within the Municipality or to incorporate other plans into an overall SUTP for the city. There may be some attempts to do this in some separate divisions of the municipality but this is likely to be a singular effort with no long-term coordinated attempts to link to other divisions.</p> <p>However, it would be useful for the National Ministries to be more instructive and decisive in policy recommendations on sustainable development issues If this was so, then the Kaunas Municipality would find it easier to focus more on main issues of sustainability (such as bio fuels, eco cars, public transport development, cycling etc).</p> <p>The city's overall strategic plan should be a clear statement reflecting an achievable aim; the vision should be widely presented to citizens, businesses and international investors.</p> <p>SUTP policy decisions should not be made by people whose only use of transport in the city is the private car. Instead there should be a method of incorporating the views and opinions of pedestrians, cyclists and PT; currently these users are not able to directly influence key decision makers in the city on sustainable urban transport.</p>	<ol style="list-style-type: none"> A city vision needs to be developed and promoted inside and outside of the city To pressure / lobby national government to be more aware of what's happening on a European Union level Kaunas Municipality to be more aware of new directives on sustainable development issued by the national ministries and by the EU. There needs to be an integration of long term strategies for spatial planning with transport planning The city administration needs to be supported in its sustainable urban transport work by an overhaul and revision of relevant national standards and policies.

	BUSTRIP SUTP Benchmark	Kaunas City - Current Situation	Issues to Consider / Recommendations
2	<p>Responsibility for SUTP</p> <ul style="list-style-type: none"> Describe how the politicians of the municipality (or the executive authority have (or will) agree the allocation of responsibilities for preparing the SUTP. Describe how the politicians are (or will be) involved in the preparation of the SUTP Describe how stakeholders have been involved in these decisions. 	<p>The responsibility for sustainable urban transport planning lies with Kaunas municipality and especially with city politicians to provide the municipality with the support to do this. However, the actual implementation of the SUTP is the responsibility of actors and stakeholders such as the public, business organizations, educational institutes and NGOs.</p> <p>Such a group of stakeholders should be the main responsible group for planning and maintaining the SUTP and if it works well as a multi-representative working group, then it should be expected to also contribute towards generally improving the municipality's inter-divisional relationships.</p> <p>However, involving external stakeholders on a regular basis to provide input into what the Municipality currently considers 'internal issues' will be difficult due to the institutional way of thinking within the municipality.</p> <p>Internally within the Municipality, SUTP planning should involve several major departments/divisions such as transport; environment, health, energy, strategic, urban, and social. Clearly the roles and responsibilities for preparing the SUTP need to be further clarified with agreed models for cooperation and scheduled meetings.</p> <p>However these departments/divisions do not always have staff with the skills relevant for project development or to understand the wider issues related with SUT planning. For example, the Urban Planning Division shows a distinct lack of interest in participating in EU partnership projects that would represent minimal staff involvement but would represent a substantial opportunity to improve their knowledge, skills and delivery performance in sustainable urban planning in the city.</p> <p>Increased skills within the city Urban Development division (and other divisions) would greatly increase the municipality's ability to access major EU support for projects within the European Commission's main social, environmental and transport programmes.</p>	<ol style="list-style-type: none"> The administration has no senior officer with responsibility for coordinating the planning and implementation of sustainable urban transport. The current main coordinator of sustainable transport projects in the city a formal power of authority There does not seem to be a commitment to adapt existing policies and plans to provide a comprehensive sustainable urban transport plan or a process in place to review the appropriateness of existing plans Need to agree a process for revising existing plans to incorporate the principles of sustainable urban transport, including a timetable for the work and roles and responsibilities of stakeholders, terms of reference for the working group etc... Provide the necessary resources to carry out the SUTP work There is currently a limited ability within municipality staff to access, and manage EU projects
3	<p>Citizen participation and stakeholder consultation</p> <ul style="list-style-type: none"> Describe how citizens and stakeholders have been involved in the preparation and implementation of the 	<p>There exists good communication and co-operation between the city and the two city owned bus and trolley bus companies in Kaunas – although the private</p>	<ol style="list-style-type: none"> Formalise the horizontal working between departments, transport

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	<p>municipality plans, strategies, actions, and targets</p> <p><i>Please note: The Aarhus Convention¹ provides a legal framework that requires that municipalities provide minimum opportunities and levels of information for citizens and stakeholders.</i></p>	<p>owned minibuses do not have as good a channel of communication and there is no real joint coordination between all three modes of public transport.</p> <p>The involvement of stakeholders from outside city administration is relevant for the SUTP process. The city's cooperation with NGOs with regard to transport and urban planning and the SUTP process has some good openings, but more could be achieved in this field. The NGO 'ECAT' seems to have the interest and knowledge to be integral part of the inter-sectoral SUTP working group in Kaunas.</p> <p>NGOs and stakeholders should be involved in strategic planning and policy work of the city, especially in SUTP process, and not only used as irregular sources of expert assistance. The cooperation between the city and the universities in the city should be improved.</p> <p>The active Community centres in Kaunas are a very important stakeholder group for SUTP development work. On regional level the co-operation between the city of Kaunas and surrounding municipalities and the county seems to be rather good. However as the regional aspect is very important in the SUTP process, it is very important for Kaunas to improve and promote the regional cooperation on transport and spatial planning related themes with neighbouring municipalities and with the whole county.</p> <p>The participation in big inter-sectoral EU-projects, like CIVITAS (Vivaldi and CATALIST),BUSTRIP, MoCuBa and MUE25, - as well as the signing of Aalborg commitments - should be seen and used as a way to create new opportunities and openings for horizontal co-operation between different departments/divisions and with other external stakeholders.</p> <p>However, continuation of these projects and their ideas is usually the responsibility of the project coordinators. This may be partly due to the lack of a clear city vision and of support for general sustainability issues.</p>	<p>companies and other actors, and not to depend on personal initiatives for this work to happen</p> <ol style="list-style-type: none"> 2. To work more with awareness raising campaigns (increase effective marketing and promotion) to secure the high share of public transportation. 3. Encourage better cooperation with private / public partnerships

¹ <http://europa.eu.int/comm/environment/aarhus/index.htm>

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4	<p>Policy coordination through actor cooperation</p> <ul style="list-style-type: none"> Describe the arrangements for cooperation between the main 'actors' in sustainable urban transport planning. Describe how these arrangements effectively coordinate the municipality sustainable urban transport plans, strategies, actions, and targets <p><i>SUTP should deliver integration between all transport modes and policy sectors and geographical coverage of the whole plan area (national/regional plans, other relevant citywide plans, transport companies and provider's plans and strategies, neighbouring municipalities. SUTP should be fully integrated with land use and other plans.</i></p> <p><i>Early work on SUTP's should reference other plans as the starting point towards full integration</i></p>	<p>The current MUE 25 project working group already effectively established and successful in attracting leaders from each of the relevant internal divisions should be the group that takes the main responsibility for the planning and maintaining of the SUTP. It should be their responsibility to carry out the necessary actions within this report to ensure the city is ready to implement a SUTP.</p> <p>In terms of general overall cooperation, different divisions within Kaunas municipality try to pull the city in different directions. In many other cities within the BUSTRIP project, cities often operated with a city planning department – that coordinated all the responsibilities of Transport; Environment; Health; Urban and Strategic Planning; Economic; Social and Energy divisions. Kaunas currently has too many fragmented divisions each not quite knowing where its own responsibilities start and finish. There is a substantial need for improved cooperation between all divisions - especially between the department of environment, transport, and urban planning.</p> <p>Overall, the democratic system in Lithuania is still suffering from an administrative system that is still very hierarchical, authoritarian, and bureaucratic. People have not found any collective strategies to influence the politics in a sufficient way.</p> <p>Although the tradition of citizen participation and stakeholder consultation in Kaunas is not long, it seems like there are several ways for the public to be involved in decision making; the Aarhus Convention for example is enshrined in national laws across European countries.</p> <p>There are many different demands towards the public transport companies, but currently there is no special action group responsible for the field of public transportation. Sometimes it is hard to get inter-sectoral working groups to operate in Kaunas because officials see them as additional work that they want to do</p>	<ol style="list-style-type: none"> A review of internal cooperation between divisions and perhaps a major re assessment of roles and responsibilities or divisions may be needed perhaps. Active promotion of the Aarhus Convention within the city municipality Active promotion of the targets set within the Aalborg Commitments

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5	<p>Gender and social equity and equality</p> <p>Describe the ways in which the municipality pursues and promotes gender equity and equality throughout the planning process, including</p> <ul style="list-style-type: none"> • Decision making • Consultation procedures • Employment in the agencies involved • Participation of in the design of policies and measures • Collection and use of gender disaggregated data in monitoring and evaluation of plans and strategies 	<p>Regarding gender inequalities among men and women: there are a few younger decision makers working in higher positions in the administration. The women and younger persons in decision making positions experience the working environment as good.</p> <p>The public transport has a leading role in the transport system and this enables relatively equal mobility choices independent of citizen's social position.</p> <p>The public transport service for those who have special needs has improved as a result of internal municipality cooperation. The low floor buses enable prams, elderly and other groups with special needs to use the public transport. But, there are still problems since not all buses have low floors and the existing low floor buses that are used are not especially scheduled. Although some improvements have been put into place there is still a lack of vehicles and the service needs further improvements.</p> <p>Also the current route structure of public transport services can sometimes hinder accessibility to main public services such as hospitals and social service institutions. For example it is hard to get from a residential area to visit the health care centre if you first need to travel to the city centre and then pay again to access another vehicle and travel back.</p> <p>The public transport system is in need of "ring lines" and a transfer ticket system between all modes of public transport in the city to make link journeys possible.</p>	<ol style="list-style-type: none"> 1. The administration to recognise younger people, school children and elderly can make very useful contributions to city planning. 2. urban environment design to fully consider the needs of disabled people eg: to compliment subways with street crossings and lower the pavement kerbs at crossings. 3. To schedule low-floor buses for special needs passengers.
6	<p>Capacity building</p> <ul style="list-style-type: none"> • Describe the ways that the local authority key personnel and key stakeholders are provided with the necessary skills for driving and managing the SUT Planning process. 	<p>There is no direct SUTP related capacity building for key personnel and key stakeholders to help them manage the SUT planning process.</p> <p>In general, there seems to still be quite a low knowledge level on sustainable development themes and on the need for environmental protection in Kaunas as well as a lack of understanding of the principles of sustainable development.</p> <p>However, in recent times there have been more discussions on the sustainable transport and spatial development themes than before in the city administration and also with different stakeholders. Although there appears to be a growing interest in these issues, there is a need for strategic plans for education and also information campaigns for citizens and city officials about the existing and potential future transport and urban planning problems and their possible solutions.</p> <p>When informing and educating the citizens and city officials on sustainable</p>	<ol style="list-style-type: none"> 1. Greater participation in EU / international partnership projects 2. Improvement (through greater direct school relevance) to environmental education in schools 3. City should use the "Traffic Safety" classes on the school schedules to teach about car safety and sustainable choices in transport. 4. Concentrated efforts from all of Municipality to participate in the EU Mobility Week activities in September each year.

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		<p>transport development, the city can also learn more from citizens that is very important in the SUTP process.</p> <p>One way for improved capacity building is the participation in international EU-projects, and Kaunas is at the moment very active in the sustainable development related projects. The city could achieve more from the projects that they participate in also by marketing them more locally and by discussing the project themes with the citizens and departments other than the ones handling them.</p> <p>There is a national strategy for environmental education in schools in Lithuania and it has been implemented in Kaunas also. On transport education side the city should use the “Traffic Safety” classes on the school schedules to teach about car safety and sustainable choices in transport. The BUSTRIP Project started this process through its successful pilot action working with Šilainių and Veršvai schools to produce a school travel for each school.</p> <p>One of the most important things is to raise awareness among car drivers of taking care of the pedestrians and cyclists. There is no capacity building done in the city at all for enhancing the use of bikes as a mode of city transport. Cycling culture for travelling to and from school could also be established through education classes</p> <p>The city has also not been active on the European Mobility Week (September 16-22 every year). Also the transport division and other city officials and politicians should give good example to others by supporting and using sustainable forms of transport; a “practice what you preach” approach.</p>	
SUT Plan			
7.	<p>SUTP scope and definition</p> <ul style="list-style-type: none"> • Describe how the plans and strategies of the municipality (collectively) cover: <ul style="list-style-type: none"> – The movement of goods and people in a more sustainable way, comprehensively addressing all forms of public and private transport as well as moving and parked vehicles and freight transport and logistics. – Describe how these transport categories are dealt with in an integrated way. 	<p>The general feeling is that the City of Kaunas has an understanding of some issues within SUTP but primarily only within those divisions that are involved in EU projects promoting such issues. There still appears to be a distinct lack of understanding of the need for sustainable development among public, stakeholders and politicians.</p> <p>An example of this is the current situation of Kaunas city changing to a more car friendly city. Where the distances between where people live, work and shop slowly are getting longer and longer. This together with a better economy and more and more people that can afford their own car will increase the amount of traffic in the city. Therefore it's very important to raise the</p>	<ol style="list-style-type: none"> 1. To plan sustainable transport within the city as an integrated inter-departmental approach. 2. To adopt new policies for demand management so this is treated as an integral part of transport planning. 3. Agree on city-wide policies that fully recognise the important contribution of cycling and walking to sustainable transport.

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		<p>awareness of what the impact of these changes will be on the city and to attempt to halt it in time before the situation becomes irreversible.</p> <p>There was an innovative plan and strategy for a five mode intermodal terminal for freight in Kaunas – as the only one in Europe! –, though with the changes in the city council, this idea seems to have disappeared along with the councillor who was the main supporter of it.</p> <p>It is not clear who is responsible for freight transport issues in the city nor is it clear where responsibility lies for developing an integrated transport policy for the city.</p>	<p>4. To carry out a comprehensive research on the development of modal split, traffic flows, commuter relations etc. and for city to use this to better understand the impact of new developments through noise, retail, air quality, housing, etc.</p>
8	<p>Analysis of baseline scenario</p> <ul style="list-style-type: none"> Describe (if and) how plans and strategies have been developed from a comprehensive review of the current situation. (A review of the drivers and their impacts that make up the analysis of a baseline scenario. Some municipalities may carry out a review of each plan/strategy/sector). Describe the involvement of all actors and stakeholders in this review Describe how this baseline scenario is used to measure progress. Describe how the impact and effectiveness of urban transport plans, strategies, actions, and targets is evaluated. Describe (if and) how the review includes forecasting of changes in drivers and impacts 	<p>Kaunas has a base for the SUTP in the 'strategic plan' and the 'transport strategy 2003' but this needs revising. Also Kaunas County is developing a 'strategy plan 2013' which includes economic, agriculture, life quality and ecological aspects though it is not clear what input Kaunas city has to this plan.</p> <p>The BUSTRIP self assessment report and the Peer Review assessment report are both proof that the city has started to undertake an extensive review of its current policies and plans relating to SUTP. There is also an extensive evaluation of the city's participation in the CIVITAS programme VIVALDI project – all of the above reports are available in Lithuanian language (<i>it must be noted however that the VIVALDI evaluation of what was at the time the biggest EU partnership transport project for the municipality, was never presented to the city council; it is now over 2 years old</i>).</p> <p>There was also an extensive research carried out in 2005 by Trivector company from Sweden and funded by the European Bank for Reconstruction and Development (EBRD). Many of the recommendations in this research have not yet been implemented or produced any concrete results.</p> <p>Although there exists enough research and plans for action within the city, the actual data available to the administration for its work on sustainable transport is limited and not always up to date. Also, there does not appear to be a clear understanding of what data is required or what resources are needed to collect this data. Of particular concern is the lack of clear responsibility for establishing a transport related database and an understanding of how it should be used to inform policy development.</p> <p>The capacity of the urban area to accommodate new development and transport growth without exceeding defined environmental limits is not known. Further research is required to ensure that economic development does not result in environmental limits being exceeded (noise, PM10, PM2.5, etc).</p>	<ol style="list-style-type: none"> To consider setting up a transport related database – for this to be used to shape work on sustainable transport and to inform policy development. A need for a clear understanding of the role of data and forecasting in developing policy. This will require a partnership approach with the regional and national governments and other stakeholders. EU projects are a good opportunity to encourage different departments to work closer together. City to actively encourage public round table discussions on all major urban and transport development projects in the city.

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		<p>Action groups/NGOs seem to be underrepresented in new developments, even if they are opponents against official planning. Sustainable thinking is not integrated in urban planning and 'round tables' are not a regular and active part of public discussions.</p> <p>There are some questions to be answered concerning collection of background data for SUTP. Traffic safety numbers exist but do not seem to be acted upon. There seems to be no data about how much traffic there is in Kaunas - numbers that would be absolutely needed to identify the problems in the city and see changes to car use in the city. Such issues need to be monitored if Kaunas wants to have a workable traffic planning model.</p>	
9	<p>Definition of a vision, objective and targets</p> <ul style="list-style-type: none"> Describe how your SUT Plans and strategies provide a long term vision for transport and mobility development, integrated with all other policies (land use and spatial development, environment, social inclusion and gender equity, economic development, safety, health, education and information technology) Describe how the SUT Plans and strategies combine qualitative and quantitative elements, and is designed to meet local priorities, reflect local attitudes values and emotions. Describe how the SUT Plans and strategies contribute to the sustainability of transport (in accordance with the definition of the EU transport council 2001).¹ <ul style="list-style-type: none"> Allows the basic access and development needs of individuals, companies and societies to be met safely and in a manner consistent with human and ecosystem health, and promotes equity within and between successive generations; Is affordable, operates fairly and efficiently, offers a choice of transport mode and supports a competitive economy as well as balanced regional development; Limits emissions and waste within the planets ability to absorb them, uses renewable resources at or below their rates of generation, and, uses 	<p>Although there is no SUTP vision and target yet, Kaunas has already taken a few initial steps towards sustainable transport and sustainable urban development through some of its existing plans and visions.</p> <p>The city of Kaunas has a Strategic Plan for the city, for the years 2005-2015, as well as a vision for the city on at least three dimensions: industry, logistics and universities. Kaunas has also plenty of strategies for spatial and transport planning, but there is still no long-term strategic planning on Sustainable Urban Transport and no integrated overall transport plan or strategy in Kaunas.</p> <p>The existing plans and visions show that the city officials and politicians recognise the importance of long-term visions and targets on transport and spatial planning but lack a proper management structure that enables such plans to be implemented in full, monitored and then evaluated. Sustainability does not yet have the importance of action; it is just words on paper.</p> <p>Although the share of public transport is very high today in Kaunas, the city will need a clear vision and concrete action programme on how to keep the usage in this high level when economic and social parameters change. The city and transport planners need to make sure - through prioritised lanes and other measures - that public transport is the fastest mode of transportation. There are enough research and feasibility studies completed to show several solutions on how this can be achieved. Solutions need to have a clear framework for attracting major financial support and this will require a variety of different divisions working together to solve this issue of finances.</p> <p>According to the Self-Assessment report and the Peer review there is no clear</p>	<ol style="list-style-type: none"> There is a vision for the transport system in Kaunas but limited resources to start implementing any of the major parts of it. The city will need a clear action programme on how to keep PT usage at its current high level when economic and social parameters change. The city administration needs to recognise the value of a sustainable transport vision for the city and a vision with clear targets for action.

¹ <http://europa.eu.int/comm/environment/trans/index.htm>

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	<p>non renewable resources at or below the rates of development of renewable substitutes while minimising the impact on the use of land and the generation of noise.</p> <p>The SUT Plans and strategies provide accessibility to all public and private citizens and visitors in ways that;</p> <ul style="list-style-type: none"> - Reduce negative impact of transport system on health, safety, and security of citizens in particular the most vulnerable - Reduce air pollution and noise emissions. Green house gas emissions and energy consumption including meeting EU air quality and environmental noise directive 2002/49/EC) - Improve efficiency and cost effectiveness of the transport of persons and goods and take into account the associated external costs - Contribute to the enhancement of attractiveness and quality of urban environment. <p>The SUT Plans and strategies include targets based on a baseline review of drivers, impacts and objectives.</p> <p>The SUT Plans and strategies include targets – such as “High level targets” (<i>communicating to the public about behavioural change, and issues relating to their lives</i>) and “Operational targets” (<i>working tools for monitoring and developing new policies</i>).</p>	<p>link between transport and spatial development planning in the city; this will inevitably make urban sprawl a big problem in Kaunas and Kaunas region over a relatively short period of time.</p> <p>The city needs to recognize that land use and transport planning should be done together; this is essential and would be the beginning of a more integrated planning process, something that is essential for SUTP development.</p> <p>The city’s knowledge of EU recommendations and council definitions is probably limited to the combined knowledge of project coordinators working on EU partnership projects within the sphere of sustainable transport, environment, and energy.</p>	
10	<p>SUT Plan – implementing actions and allocating finance.</p> <p>Describe the timetable for the implementation of the SUT Plans and strategies</p> <p>Describe the timetable for the review of the actions and budgets of the SUT Plans and strategies</p> <p>Describe how the SUT Plans and strategies:</p> <ul style="list-style-type: none"> • Integrate policy measures • Defines solutions to underlying problems • Is focused on target achievement and not the implementation of measures and projects • The action and budget plan part of the SUTP includes the implementation schedule for the of actions and the evidence of financial and technical 	<p>A high-quality plan has been produced for developing the public transport system of Kaunas (Trivector 2005) although this has yet to be implemented in full. Renewal of bus stock and other development actions of bus transport proposed in the plan are really central to reach the aims of SUT. The financing of the development actions is not yet decided.</p> <p>There is a general plan for developing the cycling network, but no clear decisions regarding the aims of developing cycling and no long-term financing for the development of bicycle network.</p> <p>New infrastructure, such as pedestrian streets, bike paths and so on could be co-financed with private companies. Currently, every single pedestrian walkway into the city is in a state of disrepair; uneven and unsafe paths, poor lighting, and in many cases no kerbs to distinguish road from pedestrian right of way. This clearly does not help to improve road traffic safety in the city (or</p>	<ol style="list-style-type: none"> 1. Projects developing a sustainable transport system should be prioritized in EU funding, in accordance with the objectives set up by EU. 2. Recommended that a cost-benefit analysis is performed for all transport projects, including consideration of external costs - air quality impacts, CO2-emissions and traffic safety impacts. 3. Alternative financial models and partnerships need to be explored to generate financial investments in

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	feasibility	<p>nationally – which is the worst in the European Union).</p> <p>When making larger developments the city should see that investors invest in the infrastructure as well. For example, for every kilometre of new roads built – an equal amount of roadside pavement should be also improved.</p> <p>Soft measure projects such as the INTERREG programmes should be better used to supplement activities supported by major infrastructure projects. For example, INTERREG projects can often offer important marketing and skills improvement partnerships – something that for Kaunas should not be overlooked.</p> <p>The city needs to be seen as a champion of sustainable transport by investing in some flagship initiatives such as electric cars or cycles for use by municipality staff; declaring plans to make Kaunas city the only city in the Baltics to have a 100 percent clean fuel public transport system...or similar.</p>	<p>public transport and infrastructure.</p> <ol style="list-style-type: none"> Creative opportunities for new partnerships need to be considered that will overcome the dependence on EU funds. The city needs to be seen as a champion of sustainable transport: it is easy to follow but harder and more rewarding to lead!
	<p>SUTP policies and measures</p> <p><i>The SUTP should include and integrate the following policies and measures and provide justification for their inclusion /exclusion:</i></p> <ul style="list-style-type: none"> General principles Reducing the need for transport Transport management Developing clean and fair transport systems 		
11	<p>General principles</p> <p>Describe how the SUT Plan (and strategies) provide full integration of transport planning and other key planning that</p> <ul style="list-style-type: none"> Takes account of spatial and transport patterns at the urban agglomeration level Considers the implications for transport arising from all urban development and the potential conflict with the SUTP Prevents and minimises negative transport growth <p>Describe how the SUT Plan decouples economic growth from transport growth though</p> <ul style="list-style-type: none"> The more efficient use of infrastructure to achieve economic growth Internalising external costs and achieving a level playing field for all transport modes (within constraints of national legislations) 	<p>It is important to bear in mind that a City that only thinks about its economical development will suffer the consequences of a deteriorating environment as the price it has to pay. The concept of sustainability includes the parts; economy, social and environment - in equal parts. Unless Kaunas City Municipality makes significant improvements to the way in which it manages SUTP, it will struggle to successfully access any major EU funding for transport and environmental related projects.</p> <p>A recent example was the CIVITAS PLUS call – all participating cities were strongly encouraged to have a SUTP in place and proof that the city was implementing this through a dedicated and skilled inter-departmental team; something that Kaunas has yet to do.</p> <p>The airport has been the largest in the country for goods and has started to develop more for passenger traffic. RyanAir has been operating from Kaunas airport for approx. three years now with direct flights to several cities in Europe. Although most travellers on these flights are returning Lithuanians who either</p>	<ol style="list-style-type: none"> Public transport Accessibility to health and social care services needs to improve. Development of the waterfront areas in Kaunas will greatly enhance the city's image and prospects for promoting cycling and walking A national strategy for delivering sustainable urban transport is required before the city can make progress in many areas. City needs to clearly identify its Unique selling points (U.S.P) and then to better promote them Increase road safety awareness and

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	<p>Describe how the SUT Plan safeguards local diversity and encourages through</p> <ul style="list-style-type: none"> • <i>Developing local solutions and approaches</i> • <i>Participating in benchmarking exercises and good practice exchange and dissemination</i> <p>Describe how the SUT Plan ensures and actively promotes gender equity and equality acknowledging the different implications for women and men of all policies and measures</p>	<p>live or are working in other EU cities, the cheap flights still represent a potential new market to encourage more visitors to Kaunas. With more and more new passengers arriving by plane and visiting Kaunas, they will be spending money and so increasing the economic activity in the city.</p> <p>A Science and Technology park (Technopolis) has funding from the ES and the aim for the city now is to encourage new business and to keep young entrepreneurs and newly educated people in Kaunas. Another yet to be confirmed plan is for a large sports arena on the Nemunas island, very close to the city centre. Other major developments include a large amount of new one-family residential areas being developed on the outskirts of the city to satisfy the need for middle class people to find an attractive living environment.</p> <p>City needs to clearly identify and show itself to promote its unique selling points (U.S.P) as an investment and tourist destination. Increasingly investors are looking at a city's 'green' policies and how it promotes citizens quality of life, clean city environment, and its profile amongst EU cities. Kaunas has no overall vision / image that clearly identifies and outlines these issues.</p>	<p>respect for cyclists on the road – to include Traffic islands, more marked crossings and speed reduction arrangements.</p>
12	<p>Reducing the need for transport</p> <ul style="list-style-type: none"> • Describe how the SUT Plan provides door to door access choices across the urban agglomeration • Describe how the SUT Plan makes efficient use of space. • Describe how the SUT Plan promotes a "compact city", and mixed use development orientated at public transport, walking and cycling • Describe how the SUT Plan strengthens the use of information and communication technologies; • Describe how the SUT Plan protects existing short-route networks 	<p>Urban sprawl is becoming one of the biggest problems together with "high status" of owning and driving a car. When the locations for business and housing are spread out, the possibilities to support those areas with public transport gets more difficult. This again will increase the need for even more private cars.</p> <p>Also the parking management in the city centre is very limited. Without a good parking management system it is impossible to control the usage of cars. With better control and more restrictive rules about parking, a lot of unnecessary car travel could be avoided.</p> <p>Public transport is the dominant transport mode in the city but private car ownership is growing fast, although there is currently no reliable information on this. Cycling remains a minority form of transport mode. Walking is popular in the city centre but nowhere else in great numbers outside of the city centre.</p> <p>The attractiveness of bus and trolley-bus transport should be rapidly improved. In the current situation, the proper bus lines are used mostly by so called captive riders, which will successively be fewer as the living standard increases. In addition to improving the line network and rolling stock, there should be a broad implementation of public transport priorities.</p> <p>It is important to analyze what kind of traffic is contributing to the congestion. Is it local traffic or is it transit traffic. Although congestion problems are not yet as</p>	<ol style="list-style-type: none"> 1. Greater commitment to change travel behaviour in favour of more sustainable modes of transport 2. Greater efforts made to engage with children early to form basis for sustainable transport behaviour as adults 3. Important to stop the growing trend for parents to drive their children to school. Traffic safety is one of the biggest challenges to enable pupils to walk and bike to school. 4. Consideration to be given for a transfer ticket system that will enable better access to the public transport. 5. Implementation of priority bus lanes in the city on all main routes into and out of the centre.

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		<p>bad as in many other similar sized western European cities. A very important reason for this is that in spite of a large number of cars (390 per 10000 inhabitants - compared to Örebro in Sweden that has about 430 per 1000 inhabitants) the number of people using the public transport system is very high (over 60 %). Also we see that the street/road infrastructure is quite developed with many large and wide streets.</p> <p>The congestion problem appears to be mainly about noise and pollution rather than loss of time. The situation will change radically if the number of cars increases significantly and if people who have a car will start using their cars more often rather than using the public transport system.</p> <p>The growing private car use should not be allowed to slow the public transport more than now. With the current modal split, the decision for developing bus lanes should be easy. However, if a decision is delayed until private car use grows to for example 1,5 times the current amount, bus delays will increase considerably, and the reduction of the road space of cars will become politically much more difficult. If the city also implements a low speed strategy in the central parts of the city this can produce many positive effects.</p> <p>The main purpose of cycling is today recreational, but almost never for travelling to and from the work place. The main reasons for this are probably a mix of unsafe traffic situation for cyclists together with poor cycle paths and insufficient parking for the cycles.</p> <p>As mentioned earlier in this report, many pedestrian routes in and around the city are in shocking condition with no clear distinction between road and pedestrian walk ways / pavements. We know that there is in many cases is a legal obligation on the city administration to repair a lot of pavements along side certain roads.</p> <p>For example, as part of the BUSTRIP Project, pupils at the Versvu school in Vilijampole identified a road with no main pedestrian pavement. But because the municipality division responsible for road and pedestrian route repairs as well as the local Senuija do not 'walk the job' they rarely are able to identify or understand the issues and problems faced by citizens. Instead they are more likely to wait for citizens to present their problems – but this requires citizens to actually know what the city's legal responsibilities are which of course they do not know.</p>	
13	<p>Transport management Describe how the SUT Plan reduces congestion and</p>	<p>It is important to remember that easier access for cars together with plenty of</p>	<p>1. A better parking management system</p>

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	<p>rationalises the use of vehicles by:</p> <ul style="list-style-type: none"> • <i>Minimising the individual use of vehicles through general restrictions for cars (access restrictions, parking management) or selective restrictions (energy efficient, low emission, high occupancy, space efficient, mobility impaired persons vehicles only);</i> • <i>Reducing/limiting modal share of motorised vehicles</i> • <i>Optimising speeds of motorised traffic according to objectives</i> • <i>Setting up comprehensive parking management</i> <p>Describe how the SUT Plan enhances modal shift and intermodality by:</p> <ul style="list-style-type: none"> • <i>Reallocating space for Public transport, cycling, walking, avoiding capacity increase for private vehicles as far as possible</i> • <i>Improving the safety, security and dedicated infrastructure for cycling and walking</i> • <i>Developing attractive public transport services (clean fleets, frequent, accessible, comfortable, modern, fair priced, well linked, punctual, dedicated infrastructure/road lanes, decreased operating costs)</i> • <i>Coordinated transport services and improving the quality of interchanges, design, connections, functions;</i> • <i>Providing traveller information (pre-/on trip, reliable, real time) that facilitates travel choices, that is easy to understand (e.g. symbols, language, size, lighting) as well as easy to use (e.g. mobile and online information delivery)</i> <p>Describe how the SUT Plan influences mobility by:</p> <ul style="list-style-type: none"> • <i>Managing the overall supply and demand to optimise the use of infrastructure and transport systems and developing new services</i> • <i>Applying financial instruments such as road and other pricing, incentives, local taxation – charging the use and not the ownership of a private vehicle (including the use of public space for parking);</i> • <i>Promoting behavioural change through awareness raising, information provision, marketing;</i> <p>Describe how the SUT Plan optimises freight transport and</p>	<p>parking lots increases the car traffic and with that, also the negative effects like pollution, noise and congestion – which is not sustainable.</p> <p>Walking seems to be the main mode for younger school children on school trips. Taking the children with car to school seems to be increasing. In order for walking to remain important mode for school trips, the traffic safety on the walking routes near schools should be improved. <i>Eg: the closure of Viliampole bridge in spring 2008; city should keep an access open for pedestrians and cyclists. This will encourage these modes of travel over the use of car – which with the diversion will have a longer route to get to the city centre.</i></p> <p>On the freight side, there is not much done so far from the city's point of view. There are no dedicated people with responsibilities to handle this issue in the city. Kaunas has a very good opportunity with its position in the middle of the country and with access to road and rail as well as air and water transport. This creates the possibility to have five modes of transport closely connected in the city and all possibilities to change from one mode to another in an easy way.</p> <p>Rail Baltica should remain a high priority for the city – especially since the EU Commissioner Msr Jacques Barrot is on record speaking at the CIVITAS Forum in Kaunas in October 2007 as saying that the Rail Baltica must come through Kaunas. The city has yet to make the most of this statement in its PR campaign to promote the Rail Baltica in Lithuania.</p> <p>To extend the railway to the airport for both goods and passengers is also a good idea and plan, but this still depends on several issues and decisions before it is possible. It is also a question for the transport department at Ministry level in Lithuania as well as at regional planning level. Connected to that project is also the five mode intermodal freight terminal that is planned by the city. This could be the first five mode terminal in Europe.</p> <p>For the freight issue there is in general too much freight on road (only transit on railway) and it is increasing with 7% a year. Better intermodal terminals are needed to increase the share of freight by rail also on short routes and for the national goods flows. .</p> <p>With good planning, the terminal and logistics area in the eastern part of the city could support the sustainable development for freight transport in the city as well as in the region. However, it appears that Kaunas is now falling behind Vilnius and Klaipeda in terms of national recognition of its freight and logistics importance for the country</p> <p>A reduction of minibus routes must be compensated with increased / improved public transport in order to keep the same level of service provision. Public</p>	<p>and restrictions on car traffic in the city centre</p> <ol style="list-style-type: none"> 2. Concentrated awareness raising campaign for traffic safety including increased signage and safe crossings for pedestrians and cyclists 3. Speed limits and better control of speeds, parking behaviour etc. in the city centre 4. Improve the bicycle road network but do so based on a user need – not a car driving city planners point of view 5. Develop a dialog between city planners and investors when planning for new shopping areas/sports areas/work places to ensure good access for public transport and pedestrians. 6. Make all major pedestrian access points into / out of the city safer, better lit and more attractive.

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	<p>logistics and reconciles the needs of urban freight transport with the wider transport system</p> <p>Describe how the SUT Plan makes use of intelligent transport systems (ITS) as a tool for improving efficiency and strengthening the integration between policies and measures and especially integration with Environmental Management Systems (EMAS & ISO14000).</p> <p>Describe how ITS is used in;</p> <ul style="list-style-type: none"> • <i>Traffic and fleet management</i> • <i>Parking management</i> • <i>Road pricing and access restrictions</i> • <i>Traffic and traveller information</i> • <i>Public transport priority schemes</i> • <i>Speed control</i> 	<p>transport is used mainly for economic reasons, since it is cheap. If people have money they use private cars.</p> <p>There is high evidence from European research that building more roads is not a working strategy to decrease congestion. Improving the other modes of transport is the only way to succeed.</p> <p>ITS is relatively new for Kaunas. It will become more used with the development of the e-ticketing system in the year 2008 as part of a 2 year project.</p>	
14	<p>Developing clean and fair transport systems</p> <p>Describe how the SUT Plan promotes and favours the use of clean and energy efficient modes, i.e. less energy consuming, noisy, air polluting, GHG emitting transport vehicles.</p> <p>Describe how the SUT Plan improves the quality of the urban environment and public space by:</p> <ul style="list-style-type: none"> • <i>Removing severances and ensuring social inclusion, taking into account different needs and target groups (e.g. elderly, travelling with children, mobility impaired);</i> • <i>Using and maintaining low-noise road pavements and providing appropriate noise shielding in accordance with both noise and urban design requirements</i> • <i>Improving visual impacts and the design quality</i> • <i>Improve road safety and security for all travellers, considering especially children, women and the elderly.</i> 	<p>There are action plans to reduce the impacts of car usage like CO₂ emissions in the city of Kaunas. These plans can be useful for concrete measures to support alternative transport modes like public transport (including trolley busses and minibuses).</p> <p>The city needs to work on the image of the public transport system. It is currently not 'funky' to go with public transport according to youngsters. Kaunas should therefore consider a major public marketing campaign as a means of promoting the benefits to the city and its citizens – in terms of social, economic, and environmental – of public transport and other modes of mobility.</p> <p>It is essential to provide good PT services late at night to cover the later social activities that take place in the city. The city already has very good basis for this in the research performed in the VIVALDI project. The question is just to implement it.</p> <p>There seems to be a demand of the inhabitants towards cycling today cycling conditions are not good in the city, but with better cycling infrastructure a 10% reduction in car usage can probably be achieved.</p> <p>In winter time the steep hills of Kaunas cause interruptions in the public transport. This makes it difficult for people dependent on the public transport system, for example school children, to travel.</p> <p>It is as important to provide the citizens with better driving education and awareness raising campaigns about traffic safety, speed limits in the city centre and in general better control of the traffic situation in the city.</p>	<ul style="list-style-type: none"> • The co-operation between the hospitals and the municipality can be better developed. • Adapt traffic environment to suit people with hindrances and improve transport service for special needs • Schedule the low floor buses and increase number of low floor buses • Improve transport between neighbourhoods and include the input and assistance of the neighbourhood centres (Senunijas) in the planning.. • Improve schedules in evening/night time PT services • Major marketing campaign for public transport.

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		<p>The risk to be involved in traffic accidents is very high in Kaunas and in Lithuania in overall (compared with Sweden; 4 times more) and in fact Lithuanian has the worst road safety record in Europe – something the EU Commissioner has said needs to be seriously addressed with the help of all other EU member states. What Kaunas is doing about its appalling road safety record is not so clear. The usage of statistics about accidents is poor. The University hospital feels that they are not able to influence the city or the transport planning.</p> <p>Noise and air pollution</p> <p>City is monitoring air quality and noise in all 11 city districts and has reliable data covering over ten years. The trend in noise reflects the increase in the traffic that has increased two-fold during the last ten years. Concentrations of nitrogen oxides and particulates have increased most essentially during this period and maximum allowable concentrations of these pollutants are often exceeded in the central districts of Kaunas.</p> <p>The same trend applies to noise pollution. In 1993 only 30 percent of the measures exceeded 55 db and in 2003 the level was exceeded in more than 75 percent of the monitoring points.</p> <p>However the city's transport department should be more involved in cooperation to be able to monitor a Sustainable Urban Transport Plan in a targeted way. The city could also make the citizens aware of the excellent data that exists. This could be done through information campaigns and by providing an easy to read version of the environmental report "Kauno Miesto Ekologinis monitoringas – Aplinkos tyrimai ir vertinimas 1993 – 2003".</p> <p>The problems with noise in the city exist within a lot of residential areas and buildings which are situated close to heavy traffic. The windows in the houses are not designed to stop the noise and in the traffic there is a high amount of speedy and aggressive behaviour which makes it even noisier. A lot of cars have alarms which are sounding very often which is disturbing people during both day and night.</p> <p>In Kaunas there are 390 cars per 1000 inhabitants and a large proportion of these are old giving off high exhaust emissions. The lorry traffic is also old and often low standard which gives a lot of pollution. However the public transport trolleybuses are a great method of clean green sustainable transport giving off no air or noise pollution.</p>	
15	Detailed assignment of responsibilities and		

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	<p>resources</p> <p>Describe how the SUT Plan allocates responsibilities and budgets for implementation using a business plan that</p> <ul style="list-style-type: none"> • <i>Analyses potential sources of funding</i> • <i>Ensures a fair cost-benefit distribution between stakeholders (i.e. cost equity)</i> • <i>Involves the implementation agencies (hospitals, factories etc)</i> 	<p>The development of a SUTP has not been given as a responsibility to any department and there is no financing for the implementation.</p> <p>The planned renewal of the public transport stock could be reimbursed through the operational savings which can be attained through the planned rationalization of the bus line network.</p> <p>In Kaunas, new land use is being developed outside the current urban structure. A necessity for a sustainable transport system is that these new areas would be immediately linked with urban public transport and that these new areas could pioneer new walking and cycling solutions.</p> <p>There should be consideration given to the possibility of involving private investors to participate in sustainable transport investment (e.g. trolleybus wires or cycle paths) in new areas.</p>	
16	<p>Monitoring and evaluation arrangements</p> <ul style="list-style-type: none"> • Describe how the implementation of the SUT- Plan is monitored against the agreed set of indicators and how regular progress reports are widely published. • Describe any procedures for the detailed transparent and independent evaluation of the <i>Quality of the plan (including preparatory process and the timetable; and the quality of the implementation process.</i> • Describe how an understanding of the cross-sectoral costs and benefits of SUTP is used in the evaluation, calculating both internal costs and external costs. <p><i>Note. make a clear distinction between costs/benefits of preparing the plan and cost/ benefits arising from the implemented measures and make this information publicly available with an explanation for the basis of the calculations.</i></p> <ul style="list-style-type: none"> • Describe how the SUTP provides a logical framework of goals, objectives, targets, and actions with a clear interrelationship providing a consistent and comprehensive basis for evaluation. <p><i>Note qualitative and qualitative aspects should be integrated into the decision making process.</i></p>	<p>The Sustainable Urban Transport Plan for Kaunas should address how the linkage between economic and transport growth should be broken. The development of the private car usage needs to be monitored to be able to see if the SUTP has impact.</p> <p>The different plans for the city need to be in coherence with each other and all aim towards Sustainable Development. The City of Kaunas seems to have many plans but it lacks a clear idea on how to access funds to implement these plans and also a clear approach to how to properly monitor and assess these projects and plans.</p> <p>The administration should develop the framework and protocols for the preparation, approval and ongoing assessment of the success of the SUTP. It should consider using external assistance in the light of the capacity issues that it is experiences.</p>	
17	<p>Plan adoption, approval and assessment</p> <ul style="list-style-type: none"> • Describe how the SUT plan (and strategies) are adopted and approved by the authorities that have 	<p>To be completed upon implementation of the SUTP</p>	

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	<p>prepared it.</p> <ul style="list-style-type: none"> • Describe how the SUT Plan achievements and the impacts of the policies and measures have been assessed. • Explain how the SUT Plan complies with all relevant procedures and in particular the EC directive on Strategic Environmental Assessment (SEA. EU 2001) • Explain whether and how an independent body that provides credible judgement has carried out an assessment of the plan. 		