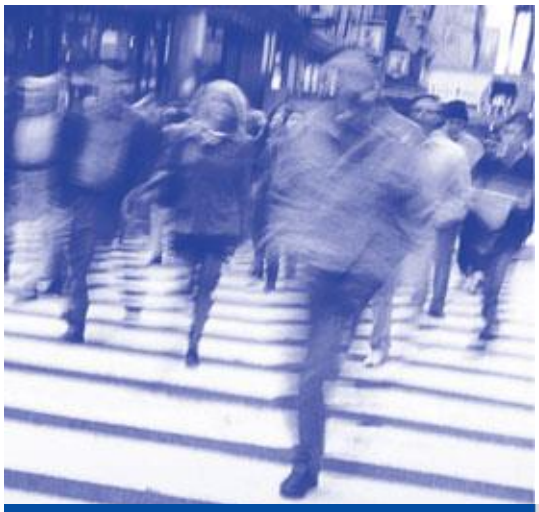

2020 CiViTAS
Cleaner and better transport in cities

PORTIS

SUMP in Klaipeda

Executive Summary (1KLA1-2)

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2020 CiViTAS
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PORTIS

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Abstract

This status report contains a summary on activities carried out in measures 1KLA1 *Adapting good practices in SUMP* and 1KLA2 *Establishing a city and port cooperation platform.*

All of the City partners i. e. Klaipeda City Municipality Administration, Klaipeda Public Transport Authority (KKT) and Smart Continent LT (SC LT) participated in the implementation of above mentioned measures.

Project Partners

Organisation	Country	Abbreviation
Klaipeda City Municipality Administration	LT	KMSA
Klaipedos keleivinis transportas	LT	KKT
Smart Continent LT	LT	SC LT

Document History

Date	Person	Action	Status	Diss. Level
30.11.2018	Dr. Eduardas Spiriajevas	Analysis and Final Report	Final Report	PC

Status: Draft, Final, Approved, and Submitted (to European Commission).

Dissemination Level: PC = Project Coordinator, SC=Site Coordinator, TC=Technical Coordinator, EM=Evaluation Manager.

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1. Executive summary

In the period of 2016-2018, Klaipeda City Municipality Administration prepared Sustainable Urban Mobility Plan (SUMP) for Klaipeda City. However, it was very important to gain the knowledge on common practices of sustainable urban mobility planning and implementation in other European countries and cities before the final preparation of SUMP. Therefore, in 2015 a SUMP Preparation Committee was established in Klaipeda which gathered representatives of various interested parties such as Port Authority, Lithuania railways, The Klaipeda Free Economic Zone, Klaipeda public health centre, Lithuanian Maritime safety administration, Public Transport, Police Department, Lithuanian cyclists Community, and etc. Measure 1KLA1 *Adapting good practices in SUMP* in PORTIS project was designed in order to support SUMP preparation process by collecting and presenting experiences of other European countries to Klaipeda's residents and other interested bodies, on purpose to promote public awareness about different mobility patterns and their impact on quality.

Adapting good practices in SUMP is a complex process, which has to be implemented by applying interdisciplinary approach, involving cooperative activities between different municipal and public institutions and active social target groups. An elaboration and implementation of SUMP is one of the strategic goals of Klaipeda City Municipality. The SUMP matches the main strategic goals of the City's Strategic plan, which has been approved for the period of 2013-2020. Implementation of this measure reflected on a plenty different public approaches that arose a discussion on the curriculum design (structure) of 1KLA1 Measure, and its impact on different territories and social-economic environments in the City.

During the meetings with different social target groups and stakeholders lot of discussions on SUMP and its effectiveness were held in order to match the planning principles of sustainable urban mobility in the City. Theoretically, the role and value added of SUMP as awareness is clear for the locals, but practically, the acceptance of SUMP has been differently perceived among the members of target groups and stakeholders due to combination of different public, municipal and port interests in the City. Acceptance of SUMP principles got clear due to common interest to improve conditions of urban mobility as it is an overall goal of all interested target groups and stakeholders. After all, implementation of SUMP also covers the life quality and satisfaction on urban environment of locals i.e. target groups, stakeholders, municipal and port authorities. In general, the governmental, municipal and public standpoint towards implementation of SUMP is positive. In society it has a positive acceptance level too. Supporting activities have been done in order to achieve the main goal of the measure. In May 2018, the Ministry of Transport and Communications of the Republic of Lithuania approved Klaipeda City SUMP, and later on, after some minor corrections, Klaipeda City Council approved SUMP in September 2018. The last public event planned for 1KLA1 measure was held in October 2018 which means that implementation of this measure is finished.

As Klaipeda Seaport is the most important, the only one and the biggest Lithuanian transport hub, connecting sea, land and railway routes from East to West a coexistence between city and port faces some challenges. Klaipeda State Seaport Authority is established and fully controlled by the central government - Ministry of Transport and Communications of the Republic of Lithuania, and that means that such port represents the national interest of port development on state-wide level.

Therefore, an effect of the state-wide interest can be seen vividly in the development of logistics systems and increase of cargo flows through Klaipeda port, which makes a significant impact on intensification of freight transport traffic going across Klaipeda urban territories to the Port zone. Both Port and the City makes a significant impact on the economic growth of Klaipeda city, however the vision of further development of the city differs. Klaipeda Seaport Authority is in the phase of General Plan preparation of Klaipeda Port area. Meanwhile, City is preparing its general plan, but the problem is that City must incorporate Port General Plan in to the City General plan, as the Port General Plan is higher in hierarchy as it is of a National importance. Large development plans of Klaipeda Port infrastructure raises lots of discussions in public and some principal disagreements between City Municipality and Port Authority remains unsolved. Therefore, 1KLA2 measure *Establishing a city and port cooperation platform* was designed in order to develop harmonious co-existence and mutual cooperation between Port and the City. During implementation of this measure workshops and events have been held to discuss the issues and to find common solutions. The focus target groups of 1KLA2 Measure was Port Operators, Port workers' communities, City Planners, stakeholders (The Ministry of Transport and Communication of the Republic of Lithuania) as the achievement of sustained harmonious co-existence of two institutions - Klaipeda City Municipality and Klaipeda Port Authority is crucial for the economic growth of Klaipeda City.

2. Adapting good practices in SUMP

Adapting good practices in SUMP is a complex process, which has to be implemented by applying interdisciplinary approach, involving cooperative activities between different municipal and public institutions and active social target groups. An elaboration and implementation of SUMP is one of the strategic goals of Klaipeda City Municipality. The SUMP matches the main strategic goals of the City's Strategic plan, which has been approved for the period of 2013-2020

2.1. Situation before SUMP implementation

Some initiative aspects and political decisions on municipal level concerning the adaptation of SUMP for the City had many discussions even before the measure started being implemented. After Lithuania regained its independency, the process of transition from planned economy to free market economy began. The development of the free market economic processes caused an intensive use of cars and big vehicles which was a cause of an enormous increase of traffic flows. This process was a kind of indicator of intensive economic development oriented to the gain of economic profit. The principles of sustainable mobility were not discussed and not prioritized in public governance. The SUMPs have been known just theoretically. Some aspect on sustainability and sustainable development were implemented just after Lithuania's accessions to the EU. Some of the principles of sustainability have been adopted on municipal level of Klaipeda City as well. Before the project *PORTIS* started, there was no initiative to elaborate and implement the SUMP for the City, as this initiative requires participation of many institutions and stakeholders in this action. Therefore, this initiative can be achieved effectively with the support of obligations given by the *Project PORTIS* during the shorter period. However, Klaipeda City Municipality is obliged by the Law to elaborate and approve SUMP as an inevitable action implementing the principles of sustainable development in the cities and towns of Lithuania.

In 2014 the Ministry of Transport and Communications of the Republic of Lithuania approved guidelines for preparation of sustainable urban mobility plans (SUMPs). According to these guidelines, administrations of every medium and large city should prepare its own SUMP.

2.2. Situation of SUMP preparation and implementation

In the period of 2016-2018 Klaipeda City Municipality Administration prepared a SUMP.

Measure 1KLA1 was implemented in the following parallel stages:

Stage 1 (direct) activities planned in the PORTIS project

- *Study on optimization of public transport system* (October 2016- April 2017) prepared by Smart Continent" LT in consulting with KKT;
- *Study on the best practices of SUMP* (October 2016 – May 2017) prepared by "Smart Continent LT" analysing the best European Practices in the field of SUMPS;
- *Network event* (October 2017)**:** two day event organized in order to: present the best European practices in the field of sustainable urban mobility plans; promote sustainable urban mobility by informing public about best measures and programs

which are common in other European countries; involve citizens and stakeholders to disseminate and introduce sustainable urban mobility concepts**;**

- *Network event* (2018 September): an event organized in order to discuss recently approved SUMP and its effect on the Old town part of the City.

Stage 2 (indirect) Supporting activities in 1KLA1 measure

- *Analysis of SUMP* (May 2017 – June 2017): Analysis of SUMP, technical and content corrections, (measure leaders were involved and participating in the process);
- *Network event* (December 2017) – Presentation and publicity of SUMP for Public enterprise “Klaipeda Public transport” and Port Authority (measure leaders were involved and participating in the process);
- *Public discussion* (April 2018). Public discussion of SUMP with target groups (measure leaders were involved and participating in the process);
- *Approval of SUMP* (May 2018). SUMP approved by the Ministry of Transport and Communications of the Republic of Lithuania in May 2018. On a City level SUMP was approved in September 2018 by Klaipeda City Council (measure leaders were involved and participating in the process);

During the process of SUMP preparation and approval, Klaipeda City municipality initiated a couple of public surveys (social questionnaires) on urban mobility conditions, which brought to the daylight essential transportation problems as viewed by the City's residents and various experts. The first pilot survey was conducted in May 2017, and the second survey was conducted in October 2017. Moreover, supplementary third survey was organized in September 2018, just after the decision of Klaipeda City council to approve the SUMP of Klaipeda City in order to monitor the changes on public awareness and acceptance of SUMP actions, and the changes of modal split in the City. Some figures and outcomes of survey *No. 2 (in 2017)* and *No. 3 (in 2018)* of indicated changes presented in annex No. 2.

Klaipeda SUMP is comprised of 4 parts: Analysis of existing situation, analysis of thematic parts, urban mobility options (up to 2030) and Action Plan.

A vision of sustainable urban mobility plan is based on the development and evaluation of mobility options. The vision of sustainable mobility for Klaipeda City is formulated until 2030: “Klaipeda is a healthy and environmentally friendly, fast and convenient city”. This vision is under implementation through a generalized, final version of Klaipeda SUMP until 2030. In regard to SUMP there is an objective fixed to promote more frequent use of public transport, cycling and walking activities as well as to create a high-speed public transport axis, improving local transport infrastructure and infrastructure of roads for public transport in the central part of the City in particular.

The following key solutions, tools and measures to achieve the goals of Klaipeda City SUMP until 2030 are listed in the Action Plan which has 3 main tasks:

1. Development of a public transport:

1.1. Implementing rapid, eco-friendly public transport system

- Preparation of rapid, eco-friendly public transport feasibility studies and related projects:

- Implementation of rapid, eco-friendly public transport infrastructure (Alternative I - fast, separated buses);

- Implementation of rapid, eco-friendly public transport infrastructure (Alternative II - tram);
- Optimization of suburban and main urban public transport routes by adapting the network to the rapid, eco-friendly public transport line;

1.2. Improving the comfort and quality for public transport users

- Adaptation of schedules and routes for urban and suburban public transport;
- Installation and renewal of public transport light boards and informational boards in Klaipeda city;
- Public transport integration system equipment purchase and renewal (bus and route taxi);
- Public transport fleet renewal (purchase of buses);
- Installation and renewal of public transport stops;
- Marking and labelling of public transport lane network;
- Study courses of safe and careful driving, customer service for public transport drivers;

1.3 Promoting inter-modality

- Installation of combined travel links;
- Integration of stations and ferries with the city's public transport system;
- Pilot project: roll-out of a collective car journey system (carpooling);
- Publicity of interactive intermodal travel planning tools (web pages, mobile applications);

2. Promotion on non- motorized vehicles:

2.1 Old Town - for pedestrians, cyclists and disabled people

- Pilot projects: closing of streets for cars on weekends in the main streets of the Old Town;
- Old Town paving renovation project and Implementation of Stage I;
- The installation of parking places around the Old Town;

2.2 Zones in the city without CO2

- Old Town – road marking, barriers, security cameras;
- Smiltynė - road marking, barriers, security cameras;

2.3. Adaptation of New Town Centre for a non-motorized transport

- Renovation and installation of pedestrian paths;
- Installation of long term bike storing points;

2.4 Promoting non-motorized transport in local centres

- Renovation and installation of pedestrian paths;
- Renewal and development of cycling paths in city district centres;
- Installation of traffic safety measures;
- Installation of smart bicycle stands helping people choose safe driving speed;

2.5 Promotion of cycling in the city

- Installation of missing infrastructure sections;
- Installation of a bicycle highway;
- Installation of network of the main city cycling paths;
- Installation of bicycle racks next to city attraction objects;

- Installation of closed, locked bicycle storage facilities in residential areas, near the public and public serving buildings:
- Installation of bicycle technical inspection and quick repair stops;
- Development of bike sharing system by installing bicycle parking points for shared bikes;

2.6 Enrichment of the urban environment

- Installation and repair of access roads and pavements to budgetary institutions;
- Trainings for public transport drivers to provide assistance to the SPE are held once a year;
- Adaptation of all city traffic light junctions to people with visual impairment;

2.7 Urban environment and infrastructure management

- Renovation of public spaces and natural territories;
- Reconstruction of underground pedestrian crossings;
- Installation of security camera network at bus and railway stations and intermodal centres;

3. Sustainable car traffic:

3.1 Implementing ITS tools

- Implementation of coordinated traffic control system;
- Installation of information exchange between cars and infrastructure sensors (vehicle-to-infrastructure;
- Establishment of a traffic management centre;

3.2 Development of electric car infrastructure

- Development of electric vehicle charging network;

3.3 Implementation of Road Safety infrastructure

- Development of stationary speed meter network;
- The introduction of smart traffic cameras in the most busy urban streets and intersections;
- Installation of engineering traffic safety measures;

3.4 Promotion of safe traffic

- Organization of sustainable urban mobility events;
- Publications in the Media encouraging sustainable mobility;

The Action Plan is based on the analysis of the existing situation of Klaipeda City and its suburban areas and thematic parts of SUMP. Sustainable mobility measures aims to provide city residents and guests with a clear alternative of individual motor transport – high quality, attractive and easily accessible public transport, cycling and walking.

However, experience of foreign cities shows that a choice between modes of transport depends on changes of people habits, therefore the impact of sustainable mobility measures cannot produce results immediately.

Based on the current (2017) modal split (see Figure 1) an expected modal split in 2030 (see Figure 2) is forecasted depending on different development alternatives. This forecast is based on historical traffic volume data, EC recommendations, planned projects of transport system development and installation of measures promoting sustainable mobility which are set in the planning documents.

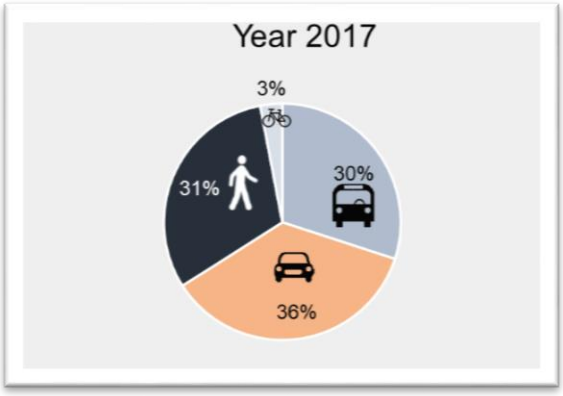

Figure 1: Modal split 2017

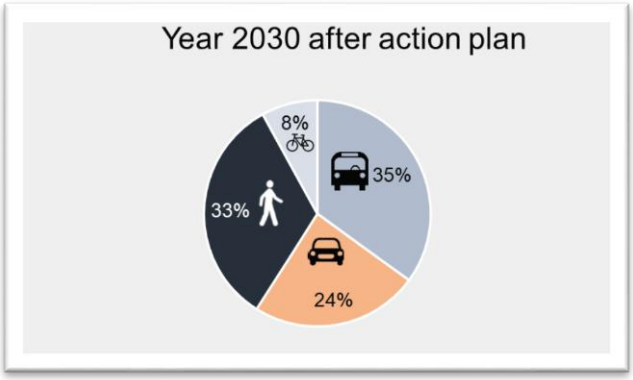

Figure 2: Expected modal split after 2030

2.3. 1KLA1 Measure Objectives and Results

1KLA1 measure *Adapting good practices in SUMP* has determined objectives with quantifiable targets, which have been planned as indicators in Local Evaluation Plan (hereinafter LEP) in order to measure and evaluate the ongoing processes related to indication of progress in 1KLA1 measure implementation in Klaipeda. The actual objectives with quantifiable targets are presented in Table 1:

Table 1: Measure 1KLA1 objectives with quantifiable targets

Ranking	Objectives	Quantifiable targets
1	Create more sustainable and healthier city-port environments	- To decrease transport emissions (CO2); - To install modern traffic lights along the port's zone in the City in order to create the "Green Corridor" for freight traffic.
2	Shape more integrated transport infrastructure and mobility systems	- To increase the modal split; - To increase time accuracy of public transport during the rush hours.
3	Improve governance for an enhanced co-operation between cities and ports	- To create a model of cooperation between the City and the Port authorities.
4	Improve the efficiency of urban freight transport	- To install modern traffic lights along the port's zone in the City in order to create the "Green Corridor" for freight traffic. - Increased cross-urban travel time for freight during the rush hours.

According to above-mentioned objectives, during the 2 stages of 1KLA1 measure the following activities were implemented:

- **Activity 1** – *Study on optimization of public transport system* prepared;
- **Activity 2** – Study *on the best practices of SUMP* prepared;
- **Activity 3** – Two day *Network event* organized;
- **Activity 4** – *Network event* organized;
- **Activity 5** – 3 surveys on public awareness and acceptance organized;
- **Activity 6** – Analysis of SUMP;
- **Activity 7** – Network SUMP event;
- **Activity 8** – Public discussion of SUMP;
- **Activity 9** – Approval of SUMP.

Study on optimization of public transport system was prepared by SC LT in assistance with KKT. As Public transport is perhaps one of the key elements of sustainable mobility system, therefore it is important to increase the use of public transport and ensure its comfort and travel efficiency. Thus, this study covered routing, scheduling and pricing schemes suggesting some recommendations to be applied in the SUMP.

Study on the best practices of SUMP was also prepared by SC LT who covered the best European Practices in the field of SUMPS with recommendations to be applied in Klaipeda SUMP;

A two day network event called '*Sustainable Urban Mobility Solutions for Klaipeda'* was organized where experts from other countries were invited to present their ideas and implemented measures in the field of sustainable mobility in their cities. Participants of the event were also involved in small workshop groups in order to be able to understand better the process of planning and implementing sustainable urban mobility measures, moreover, participants of the event were also involved in the discussion about which measures and programs common in other European countries would be the most suitable for Klaipeda City and how it would affect the quality of life of Klaipeda residents and city guests.

Another *network event* was organized in order to discuss and analyse recently approved SUMP and its effect on the Old town part of the City.

Results of SUMP preparation and implementation mostly reflects in indicators of awareness and acceptance, as well as in the results of modal split structural changes. In October 2017 and October 2018 there were two surveys organized in order to determine the changes of ongoing processes of SUMP preparation and perception on it among Klaipeda residents.

1st pilot survey was organized in May-June 2017, n=169. The purpose of this survey was to assess the ongoing processes of SUMP preparation and its relevance among inhabitants and other target groups. 2nd survey on SUMP preparation process was carried out in October-November 2017, n=187, and 3rd survey on SUMP preparation process was carried out in October-November 2018, n=259. Parts of the survey processes was carried out by an online questionnaires in and individual interviews. All of the results of surveys was transferred to excel document and processed by the methods of descriptive statistics.

According to Local Evaluation Plan, the indicators of awareness and acceptance are the key indicators, which note the statement of SUMP in the society. Local Evaluation Manager (LEM) has also elaborated some other indicators in order to detect the changes of ongoing processes related to preparation of SUMP principles. The comparative results and their impact on awareness and acceptance of surveys carried out in 2017 and 2018 are presented in Table 2:

Table 2: Impacts in the category Society - People

Indicator	Unit(s)	Before	Date Before	After	Date After	Difference: After – Before
Awareness level	Score of public awareness level	2,82	October 2017	3,06	October 2018	+0,24
Acceptance level	Score of public acceptance level	4,32	October 2017	4,43	October 2018	+0,11

SUMP document as an innovative strategic document interacts between the society and governance, and this interaction is seen in the dynamics of modal split in the City. The results of this dynamics presented in Table 3:

Table 3: Impacts in the category Society - Governance

Indicator	Unit(s)	Before	Date Before	After	Date After	Difference: After – Before
Public transport modal split	inhabitants	22,9 percent	October 2017	23,5 percent	October 2018	+0,6 percent
Bicycle modal split	inhabitants	9,1 percent	October 2017	6,1 percent	October 2018	-2,9 percent
Modal split of pedestrians	inhabitants	11,7 percent	October 2017	15,7 percent	October 2018	+ 4,0 percent
Modal split of combined mobility (using public transport and walking)	inhabitants	10,1 percent	October 2017	11,6 percent	October 2018	+1,5 percent
Modal split of private cars	inhabitants	45,7 percent	October 2017	41,4 percent	October 2018	-4,3 percent
Other alternative means of modal split	inhabitants	0,5 percent	October 2017	1,7 percent	October 2018	+1,2 percent
Time accuracy of public transport during the rush hours	Duration of travel time by public transport	Delay up to 10 min at maximum	October 2017	8,0 percent on average	October 2018	+ 8,0 percent
Cross-urban travel time for freight	Duration of travel time for freight	Delay up to 20 min at maximum	October 2017	5,0 percent on average	October 2018	-5,0 percent

Decrease of transport emissions of CO2 has also been detected during the period of observation according to expertise evaluation (Table 4):

Table 4: Impacts in the category Environment

Indicator	Unit(s)	Before	Date Before	After	Date After	Difference: After – Before
CO2 emission from traffic	percent	Not determined.	Not determined.	-5 percent	September 2018	-5 percent

All of these above-mentioned results and their quantifiable indicators reflects a progress of ongoing process related to preparation and implementation of the principles of SUMP. Some additional results regarding a process of SUMP preparation, implementation and its continuity until 2030, collected from surveys are presented in annex No. 2.

1KLA1 measure leaders were actively engaged in the SUMP preparation process. They participated in the process of SUMP analysis, technical and content corrections. Moreover, they were engaged in the presentation and publication of SUMP to Klaipeda Public Transport Authority and Klaipeda State Seaport Authority as well as in the public dissuasion of SUMP with other target groups.

Furthermore, measure leaders were also engaged in the process of presenting Klaipeda SUMP to the Ministry of Transport and Communications of the Republic of Lithuania. In respect to Lithuanian law all of the SUMPS in the country must be approved by the above mentioned Ministry and it was done in May 2018. However, Ministry of Transport and Communications suggested some minor corrections and recommendations on improving Klaipeda SUMP which resulted in the approval of Klaipeda SUMP by the City Council only in September 2018.

Moreover, Ministry of Finance of the Republic of Lithuania selected Klaipeda City Municipality as one of the most active members in public discussions of SUMP. Klaipeda was announced as one of the nominees, from which the best will be selected and awarded at the annual Europe Sails event organized by the Ministry of Finance of the Republic of Lithuania.

2.4. Assessment of 1KLA1 achievements

Rating of achievements indicates the stages of measure implementation. Due to the present situation in the spring of 2018, 3 out of 4 targets were achieved as no less than 50 percent according to methodology of assessment (Table No. 5):

Table 5: Achievement of objectives and quantifiable targets

No.	Objective and target	Rating	Comment
1	Create more sustainable and healthier city-port environments	★	Substantially achieved by decreasing CO2 emissions up to 5 percent.
2	Shape more integrated transport infrastructure and mobility systems	★	Substantially achieved by implementing decisions accepted by the KMSA, the Klaipeda Public Transport and the Port Authority.
3	Improve governance for an enhanced co-operation between cities and ports	O	Still in a process in elaboration of the co-operation platform.
4	Improve the efficiency of urban freight transport	★	Substantially achieved by implementing decisions accepted by the KMSA, the Klaipeda Public Transport and the Port Authority.

NA = Not Assessed, O = Not Achieved, ★ = Substantially achieved (at least 50%), ★★ = Achieved in full, ★★★ = Exceeded

2.5. Conclusions on 1KLA1 Adopting good practices in SUMP

Adapting good practices in SUMP is a complex process, which has to be implemented by applying interdisciplinary approach, involving cooperative activities between different municipal and public institutions and active social target groups.

Public awareness and education, shaping new habits to promote sustainability are an integral part of sustainable mobility strategy. However, experience of foreign cities shows that a choice between modes of transport depends on changes of people habits, therefore the impact of sustainable mobility measures cannot produce results immediately. Nevertheless, public events, working with target groups and the public have been fully beneficial. Interested parties were heard, their opinions were taken into account and citizens participated actively in the meetings, thus awareness and acceptance of sustainable urban mobility principles increased in Klaipeda during the one year period.

Numerous successful examples from other cities around the world confirms that systematic sustainable mobility development strategy which is being implemented trough the society, produces long terms results, creates the well-being of citizens and increases attractiveness of the city. Such SUMP strategy was adapted to prepare Klaipeda SUMP.

3. City and Port cooperation Platform

Klaipeda State Seaport is the main transport hub and the gate of Lithuania to the world. No wonder the City faces a lot of mobility related, air and noise pollution challenges. While Klaipeda State Seaport Authority seeks to be the leading Port on the Eastern coast of the Baltic Sea as well as attractive and comfortable Port for the clients as a result the City has to solve the problems rising in relation to that. Undoubtedly, the economy of the City is driven by the Port and/or sea-related businesses, however, challenges the City is facing due to the successful growth of the Port affects the life quality of all the City residents. Therefore, coexistence between City and Port is crucial for the future development of both City and the Port as a unit.

3.1. Situation before establishment of City and Port Cooperation Platform

In regard to implementation of measure 1KLA2 “Establishing City and Port Cooperation Platform”, some proactive measures and political decisions on establishment of such platform were taken but in other forms of cooperation, therefore it remains as an initiative for a fruitful discussion. Some initiative aspects have been discussed occasionally in order to solve some arising disagreements between Klaipeda Municipality Administration and the Port authority. Before the project PORTIS started, there were no strategies and plans of action for harmonizing the City and the Port interests in a form of inter-institutional cooperation in order to achieve sustainability in economic development, urban mobility and freight transport in particular.

Being a socially responsible company, Klaipeda State Seaport Authority makes a significant contribution to the projects being developed in Klaipeda: investing in the construction and renovation of access roads, contributing to the City's cultural events, especially fostering maritime traditions such as the Sea Festival, Ship Parade, as well as sports, which at a first glance can be seen as a beautiful friendship between City and Port, but on the other hand, the main axis of disagreement between Port and the City is a territorial planning document called the General plan. It is a complex territorial planning document, which determines the territorial structure of the planned territory and the mandatory provisions and requirements for the use of the territory and the principles of protection according to the level and tasks of the territorial planning. Both City and Port are preparing their General plans and for the first time in Lithuania there are two General plans being prepared for one territory – Port and the City.

The main objectives of **Port General plan** is to evaluate the current and prospective directions of port activities, to plan the development of the port territory in a complex way and to determine the conditions for the use and development of the territory. Moreover, it is dedicated to form a harmonious and sustainable environment that meets the needs of development of Port and the City, ensuring constant and harmonious development of the territory, taking into account an evolution of the Port and the City, protection of cultural heritage, values and rational use of nature and landscape, for the desired purpose – increased competitiveness of Klaipeda State Seaport and Klaipeda City as a unit, increased conditions for the development of the activities of Port companies to attract investments, passenger and cargo flows. Furthermore, Port General plan is being prepared in order to reconcile the interests of natural and legal persons or their groups, public, municipal and national interests concerning terms of territory and land use and development of activities in the planned

territory. Besides above mentioned Port General plan is a tool to plan reserve areas needed for Port development in mainland and water.

In accordance to the targeted maximum Port development plan in the Northern and Southern parts of the city, its territory would increase by 280 ha. In the Southern part of the City of 337 ha already available, only about 80 ha are planned to be used on purpose not to cut off the forest there.

Figure 3: Plans on increased Port territory in Southern part of the City

The external Port in Melnrage is expected to occupy 130 ha.

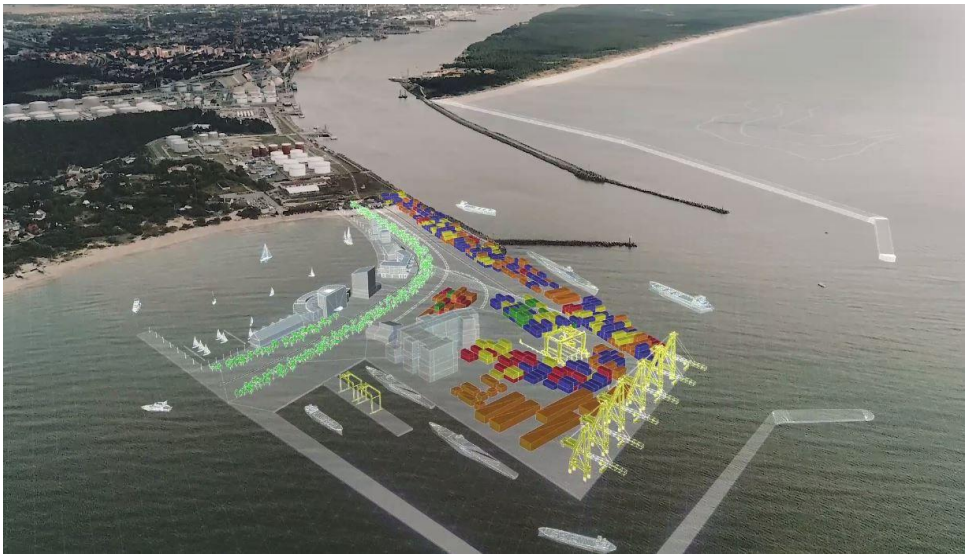

Figure 4: External Port vision

However, it is emphasized that the areas of these territories are only preliminary.

The main objectives of **Klaipeda City General plan** are divided into the following topics:

- The external structure and role of the city in the region;
- Urban city structure;
- Landscape and environmental protection;
- Cultural identity;

• Living Environment;
• Business and investment;
• Social and engineering infrastructure;
• Infrastructure of communications;
• The public interest;
• Other topics.

As it can be seen Port and City general plans are closely related, however, the vision of Port and the City differs. The biggest concern of City politicians and citizens is an external Seaport and its effect on environment, health, traffic flows, pollution and other related problems. Although, Port General plan is higher in the hierarchy towards City General plan, it is closely related to that and must ensure interests of Klaipeda residents. Moreover, political environment in the light of preparation of City and Port General plans is highly unfavourable at the moment: Klaipeda is facing Mayor and City Council elections in March 2019.

However, 1KLA2 measure was created and designed before the preparation process of these two General plans has taken off. A platform of cooperation was designed in order to find an interaction model between City and Port on political and strategical levels taken into account that another important strategic document involving Port and the City – SUMP was also at the beginning of preparation.

3.2. Situation of Establishment City and Port cooperation platform

Before Klaipeda SUMP preparation there was a SUMP Committee established, which contained representatives of various interested parties such as Klaipeda Seaport Authority, Lithuania railways, Klaipeda Free Economic Zone, Klaipeda public health centre, Lithuanian Maritime safety administration, Public Transport Authority, Police Department, Lithuanian Cyclists Community, and etc. The main task of this Committee was to coordinate thematic parts of SUMP, analyse proposals from natural and legal persons and decide on the expediency of these proposals, monitor the plan and assess progress and achievements of the objectives in the plan. As Committee members were obliged to participate in regular meetings it was decided to use SUMP Committee to serve also as Port and City cooperation workshops, thus ensuring participation of all parties concerned because as practice shows interinstitutional communication is a bit lethargic. Therefore, it was a great opportunity to raise discussions with the Port Authority representatives on the role of the Port in particular SUMP thematic parts, related issues and possible solutions, while involving other parties who might be affected by decisions related to Port and City development.

1KLA2 measure was implemented in the following stages:

- **Stage 1:** 14 *SUMP Committee meetings/workshops* were organized during March 2017 and April 2018. Detailed list can be found in Annex No 1;
- **Stage 2:** *A Workshop (December 2017)/*discussion were organized between City Municipality Administration and representatives of Port companies.

Overall, on the '*working level'* during workshops constructive dialogue between City and Port was reached, however, in the light of elections in March 2019

tension between City and Port in a political arena might cause some disagreements in the further plans of City and Port development.

3.3. 1KLA2 Measure Objectives and Results

Measure on establishment a City and Port cooperation platform has determined objectives with quantifiable targets, which have been planned as indicators in Local Evaluation Plan (hereinafter LEP) in order to measure and appraise the ongoing processes related to indication of progress of 1KLA2 measure implementation in Klaipeda. The actual objectives with quantifiable targets presented in Table 6:

Table 6: Measure 1KLA2 objectives with quantifiable targets

Ranking	Objectives	Quantifiable targets
1	Improve governance for an enhanced co-operation between cities and ports.	- To create a model of cooperation between the City and the Port authorities.
2	Create more sustainable and healthier city-port environments.	- To decrease transport emissions (CO2);
3	Improve the efficiency of urban freight transport within the City.	- Increased cross-urban travel time for freight during the rush hours. - To install modern traffic lights along the port's zone in the City in order to create the "Green Corridor" for freight traffic.
4	To organise workshops between port operators, port workers communities and city planners and to improve social inclusion.	- To organize the network events.

According to above-mentioned objectives, during the stages of measure implementation the following key activities were implemented:

- **Activity 1** – 14 SUMP Committee meetings/workshops were organized during March 2017 and April 2018. More information can be found in Annex No. 1
- **Activity 2 –** A Workshop (December 2017)/ discussion were organized between City Municipality Administration and representatives of port companies to discuss their opinions and needs regarding sustainable mobility in the city and their proposals for Klaipeda's SUMP. The list of themes covering discussions in the workshop were as follows:

- Park and ride usage possibilities;
- Closing of the City Centre to polluting transport;
- Promotion of sustainable mobility;
- Development of a unified strategy for the development of Klaipeda Transport System;
- Existing transport traffic studies and creation of a statistical information system;
- Identification of current and forecasted problems in Klaipeda City transport system;

- Systematization of available data.

As a tension between City and Port on the political level facing elections was high the last planned network event with stakeholders was put on a pause and postponed to some date after elections in March 2019.

3.4. Assessment of 1KLA2 achievements

The rating of achievements indicates the stages of measure implementation. Due to the tension facing elections, 2 out of 4 targets achieved as no less than 50 percent according to methodology of assessment (Table No. 10):

Table 7: Achievement of objectives and quantifiable targets

No.	Objective and target	Rating	Comment
1.	Improve governance for an enhanced co-operation between cities and ports.	O	Still in a process in elaboration of the co-operation platform.
2.	Create more sustainable and healthier city-port environments.	★	Substantially achieved by decreasing CO2 emissions up to 5 percent.
3.	Improve the efficiency of urban freight transport within the City.	★	Substantially achieved by implementing decisions accepted by the KMSA, the Klaipeda Public Transport and the Port Authority.
4.	To organise workshops between port operators, port workers communities and city planners and to improve social inclusion.	O	Organized network meetings: 3 meetings have been held in 2018.

NA = Not Assessed, O = Not Achieved, ★ = substantially achieved (at least 50%), ★★ = Achieved in full, ★★★ = Exceeded

3.5. Conclusions on 1KLA2 Establishing City and Port cooperation platform

Relationship between City and Port is highly dependent on the political environment in the case of Klaipeda, as Klaipeda Sea Port is established and fully controlled by the central government - Ministry of Transport and Communications of the Republic of Lithuania and that means that such Port represents the national interest of Port development on state-wide level.

During the process of 1KLA2 measure implementation, the biggest challenge appeared due to the efforts of public authorities to harmonize and incorporate Port General Plan and the General Plan of Klaipeda City. According to national law system, the General plan of the Port is of a higher hierarchy compared to municipal one and that became a source of inter-institutional disagreements and political debates.

Strategic issues of Klaipeda City and Port are sometimes too politicized, however, points of cooperation between City and Port on the political level should be found: the Port must be developed, but bearing in mind it's in the territory of the City it must take into account not only economic, but also environmental and social factors to achieve the desired purpose – increased competitiveness of Klaipeda State Seaport and Klaipeda City as a unit.

Implementation of this measure on the '*working level*' can be marked as successful, setting a great foundation for a further cooperative relationship between Port and the City.

4. Overall conclusions

Within the frames of project PORTIS, Klaipeda City achieved two basic results: prepared and approved strategic document SUMP and created preconditions for establishment of the City and Port cooperation platform. Both these measures are regarded as key measures for continuous sustainable urban mobility development in the City, which are based on support to ensure the promotion of new alternative forms of mobility, changes in modal split, effective regulation of public and freight transport flows by creating and installing new and smart equipment and transport management system in Klaipeda.

Preparation of SUMP and starting process of its implementation, both these processes are innovative ones not only for Klaipeda City, but also in Lithuania in general. Due to the support of Project PORTIS, Klaipeda City Municipality became one of the first municipalities, which prepared and on national level approved SUMP, as a strategic document in order to reinforce the implementation of principles of sustainability in the City. According to the results of public surveys carried out, an increase in public awareness and acceptance of SUMP and its importance for the City was indicated.

Inclusion of citizens in the process of SUMP preparation since the very beginning is extremely important for clarifying the needs of society as well as ensuring successful solutions are maintained and implemented. Public awareness and education, shaping new habits to promote sustainability are an integral part of sustainable mobility strategy. However, experience of foreign cities shows that a choice between modes of transport depends on changes of people habits, therefore the impact of sustainable mobility measures cannot produce results immediately. Nevertheless, increase in awareness and acceptance level shows that Klaipeda city residents set a great foundation in behavioural changes towards sustainable urban mobility. Moreover, in relation to SUMP preparation and its publicity, the Ministry of Finance of the Republic of Lithuania selected Klaipeda City Municipality as one of the most active members in public discussions during the process of SUMP preparation. Klaipeda was announced as one of the nominees, from which the best will be selected and awarded at the annual Europe Sails event organized by the Ministry of Finance of the Republic of Lithuania.

Although Port and the City makes a significant impact on the economic growth of Klaipeda city vision on further development of the city differs. Relationship on the '*working level'* between representatives of Klaipeda City and Port Authority can be said to be constructive, though maximal expansion of Port causes various disagreements on political level especially in the light of upcoming Mayor and City Council elections in March 2019 and President elections in May 2019. Nevertheless, the foundation for further collaboration between City and the Port was established therefore there is no doubt that coexistence between Port and the City can be achieved as long as environmental and social factors are taken into account in further development of a successful, healthy and sustainable Port City.

Annex No. 1.

A list of activities on SUMP preparation

No.	Date	Title of event	Participants	Topics and purpose of discussion
1.	2nd March 2017	Introductory meeting	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	To present the process of SUMP preparation, methods, team, thematic parts, to introduce to the concept of sustainable mobility
2.	4th May 2017	Discussion „Public Transport, ITS Systems“	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	To present intermediate results of analysis on thematic topics; Discussion on advantages and disadvantages of public transport, possibilities on smart public transport development in Klaipeda; to get remarks of locals on preparation process of SUMP
3.	18th May 2018	Discussion „Pedestrian, Cyclists, Traffic Security, Publicity of Transport“	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	To present intermediate results of analysis on thematic topics; Discussion on mobility of pedestrians, cyclists and disabled people in Klaipeda; To get the knowledge about advantages of the current infrastructure in Klaipeda; To get supplementary remarks, ideas and suggestions of locals for SUMP elaboration
4.	6th June 2017	Discussion „Car Parking, Logistics and Electro mobiles“	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	To present intermediate results of analysis on thematic topics; Discussion on impact of logistics on car parking, other challenges of traffic management in the City, development of the networks of electro mobiles; To get supplementary remarks, ideas

				and suggestions of locals for SUMP elaboration
5.	4th July 2017	Presentation of current situation and the results of analysis of thematic parts	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	To present results of analysis and to discuss on conclusions
6.	13th September 2017	Formation of vision on SUMP implementation and discussion of 3 scenarios of SUMP elaboration	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	To appraise suggested vision of sustainable mobility development; To appraise and discuss 3 alternative scenarios on sustainable urban mobility development in Klaipeda
7.	28th September 2017	Presentation of 3 alternative scenarios on sustainable mobility development in Klaipeda	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	Presentation of 3 alternative scenarios on sustainable mobility development in Klaipeda and selection of one mostly suitable alternative scenario on sustainable urban mobility development for Klaipeda
8.	17th November 2017	Presentation of vision and action plan	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	Discussion on vision and Action Plan measures
9.	27th November 2017	Presentation of vision and action plan	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	Discussion on vision and Action Plan measures
10.	14th December 2017	Presentation of vision and action plan	SUMP committee, public representatives,	To present the vision and Action Plan, discuss the measures

			representatives of Klaipeda City Municipality Administration	
11.	20th December 2017	Presentation of vision and action plan	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	Discussion on vision and Action Plan measures
12.	27th March 2018	Presentation of SUMP	Members of Klaipeda City Council, Klaipeda City Committee on urban development and planning	Presentation of prepared SUMP
13.	30th March 2018	Discussion on responses for publics	SUMP committee, representatives of Klaipeda City Municipality Administration	Discussion on responses for publics on SUMP implementation
14.	5th April 2018	Presentation of SUMP for publics	SUMP committee, public representatives, representatives of Klaipeda City Municipality Administration	To present the process of a whole SUMP, its results and measures; to present public remarks and responses to it; answer questions for public

Annex No. 2

Explanatory note:

During the process of development and approval of SUMP, LEM (Local Evaluation Manager) organized 3 surveys (1 st survey in May 2017, and 2nd survey in October 2017, 3rd survey in October 2018) in order to determine public awareness and acceptance on relevance of SUMP in Klaipeda City. Moreover, preferences on usage of different modes of transport for daily urban mobility of locals were analysed. Problems of planning, inappropriate conditions of transport infrastructure for daily mobility, recommendations of locals and their critical approach on implementation of sustainable urban mobility principles in the City were revealed in the surveys.

Hereinafter results of pilot survey in **May 2017** (n=169) are presented. During the survey local inhabitants and other target groups were interviewed. Excerpts of the survey material which is relevant for an analysis of public opinion is presented:

1. What favourable reasons could boost more frequent use of public transport in Klaipeda City?

I do not use the services of public transport	67	24.5%
Convenient bus route	41	15%
Convenient time schedule of bus routes	35	12.8%
Proximity of bus stop/station	48	17.6%
Cheaper price of tickets	38	13.9%
I do not have any alternatives to use other modes of transport	27	9.9%
There are no free of charge parking place nearby the work place	3	1.1%
Other	14	5.1%

Number of answers

2: What makes you use your private car for daily mobility?

Do not have/do not drive/do not use a private car	40	19%
Car is needed for my job	14	6.6%
I have to drive my kids to/from kindergarten, school	33	15.6%
I prefer car due to my health condition	2	0.9%
There is a lack of other alternatives for daily mobility	24	11.4%
Convenience	78	37%
Other	20	9.5%

Number of answers

Some results of survey which was organized in **October 2017** (n=187) are presented below. Local inhabitants, target groups, entrepreneurs, workers and state officers were interviewed during this survey. Questioning was performed in the form of interviews and using on-line platform of social surveys.

3: Which transport means are the most convenient for your daily mobility in the City during the working days?

Public transport	43	22.9%
Private car	86	45.7%
Walking	22	11.7%
Cycling	17	9%
Combined (by private car and public transport/walking)	19	10.1%
Other	1	0.5%

Number of answers

4: How do you rate the sufficiency of development of public transport infrastructure?

Satisfactory	15	11%
Moderate	40	29.4%
Good	51	37.5%
Very good	27	19.9%
Excellent	3	2.2%

Number of answers

5: How do you rate the sufficiency of development of infrastructure for pedestrians?

Satisfactory	19	14%
Moderate	49	36%
Good	46	33.8%
Very good	18	13.2%
Excellent	4	2.9%

Number of answers

6: How do you rate the sufficiency of development of infrastructure for cyclists?

Satisfactory	38	27.9%
Moderate	55	40.4%
Good	34	25%
Very good	5	3.7%
Excellent	4	2.9%

Number of answers

7: What is your opinion about the importance to achieve the goals of sustainable urban mobility principles in the City? *(Scale from 1 – not important to 5 – very important)*

Not important **Average 4,32 out of 5** Very important

Some results of survey which was organized in **October 2018** (n=259) are presented below. Local inhabitants, target groups, entrepreneurs, workers and state officers were interviewed during this survey. Questioning was performed in the form of interviews and using on-line platform of social surveys. Number of respondents who participated in this survey went up due to obvious increase of awareness and acceptance of sustainable urban mobility principles in the City. This increase was influenced by the means of mass media and social networks.

8: Which transport means are the most convenient for your daily mobility in the City during the working days?

Public transport	81	23.4%
Private car	143	41.3%
Walking	54	15.6%
Cycling	21	6.1%
Combined (by private car and public transport/walking)	41	11.8%
Other	6	1.7%

Number of answers

9: How do you rate the sufficiency of development of public transport infrastructure?

Satisfactory	23	9.1%
Moderate	73	29%
Good	89	35.3%
Very good	59	23.4%
Excellent	8	3.2%

Number of answers

10: How do you rate the sufficiency of development of infrastructure for pedestrians?

Satisfactory	33	13.3%
Moderate	66	26.6%
Good	92	37.1%
Very good	43	17.3%
Excellent	14	5.6%

Number of answers

11: How do you rate the sufficiency of development of infrastructure for cyclists?

Satisfactory	58	23.1%
Moderate	77	30.7%
Good	89	35.5%
Very good	21	8.4%
Excellent	6	2.4%

Number of answers

12: What is your opinion about the importance to achieve the goals of sustainable urban mobility principles in the City? *(Scale from 1 – not important to 5 – very important)*

Not important **Average 4,43 out of 5** Very important