

Evaluation Report on the SUMP situation in Lithuanian municipalities SUMP Self-Assessment results

SUMP Training Lithuania

22.11.2023

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1 Introduction

The current document presents the result of the analysis referring to the current situation in Lithuanian municipalities related to the Sustainable Urban Mobility Plans (SUMP) development. For this, Rupprecht Consult used the European SUMP Self-Assessment Tool¹ as the main evaluation tool. Rupprecht Consult is responsible for maintaining the tool and thus has access to the entries and can aggregate results by fully complying with the GDPR regulation. Moreover, Rupprecht Consult prepared, in close cooperation with the Ministry of Transport and Communications of The Republic of Lithuania (hereafter – Ministry), an assessment framework which was comprised of:

- A factsheet for the Lithuanian municipalities explaining the scope of the assessment, the rationale, the process of evaluation and the link to the Self-Assessment Tool (in English).
- Regular monitoring the entries provided by the Lithuanian municipalities in the time frame 24 July – 8 September 2023.
- Consolidate a country report with aggregated results detailed per question and per section, and by highlighting the main trends and main gaps in the current situation related to SUMP in Lithuania. The report comprises a set of recommendations and a section on benchmarking with other European cities and regions, that will emphasise the necessary further steps to achieve effective results in the development of sustainable mobility in Lithuania. The report comprises a separate section dedicated to urban nodes which received an individual assessment according to their survey entries.

All the way, the communication towards municipalities emphasized the fact that the assessment will only be shared with the Ministry and will only be used in the framework of the SUMP workshop preparation.

The main assessment output is the current country report which will be shared only with the Ministry, and which will serve as the basis for the conceptualisation of the SUMP event. A snapshot of the main assessment findings will be presented by Rupprecht Consult at the workshop.

1.1 SUMP Training Lithuania

A country-wide training on SUMP addressing the Lithuanian municipalities was organised by the Ministry on 18. October 2023 in Vilnius. The scope of the report is to provide a deep understanding of the current situation related to SUMP development in municipalities and to identify their points of interest and topics they would need to further elaborate within the training framework.

1.2 Overview of the SUMP Self-Assessment responses

The SUMP Self-Assessment serves as a valuable tool for the evaluation and enhancement of mobility planning within an urban or functional area. This assessment yields a comprehensive overview of the extent to which an urban area's planning endeavours align with the principles

¹ www.sump-assessment.eu

of a Sustainable Urban Mobility Plan (SUMP). In doing so, it facilitates the identification of both the strengths and weaknesses inherent in the approach. Additionally, it offers tailored recommendations for further refinement, exemplifies best practices, and provides resources suitable to the urban area's specific circumstances.

This versatile SUMP Self-Assessment can be employed to gauge the quality of a particular strategic mobility plan and to appraise planning activities in a broader context. Consequently, it proves beneficial at all stages of the planning process. The completion of the SUMP Self-Assessment ideally falls upon individuals well-versed in the details of mobility planning within the urban or functional area, including familiarity with the SUMP and its developmental process, should plan quality evaluation be a goal. While it is conceivable for a single individual to respond on behalf of the mobility planning team or the team occupying that role, it is also possible to include multiple respondents. This can encompass colleagues from various departments, other municipal entities, regional organizations, decision-makers, and key stakeholders actively involved in mobility planning or plan development. The gathering of responses from diverse stakeholders, ideally in a workshop setting, can yield highly relevant insights by revealing commonalities and disparities in perspectives.

The SUMP Self-Assessment comprises eight sections that closely align with the SUMP principles and broadly follow the sequence of a typical planning process. Depending on the specific planning context, it encompasses between 30 to 45 questions. If a single knowledgeable respondent undertakes the task, completion should require approximately 20 to 30 minutes.

In the following section, the result of the evaluation is reflected upon in two parts – aggregated country wide results, and analysis within the urban nodes.

2 Results of the survey evaluation

Out of 60 entries from municipalities, 40 participated in the survey to analyse their existing strategic mobility plan or to assess their current mobility activities. These 40 entries have been assessed in the current report since they were the most complete ones. The rest of 20 entries did not provide enough information for conducting the assessment and many of them were empty.

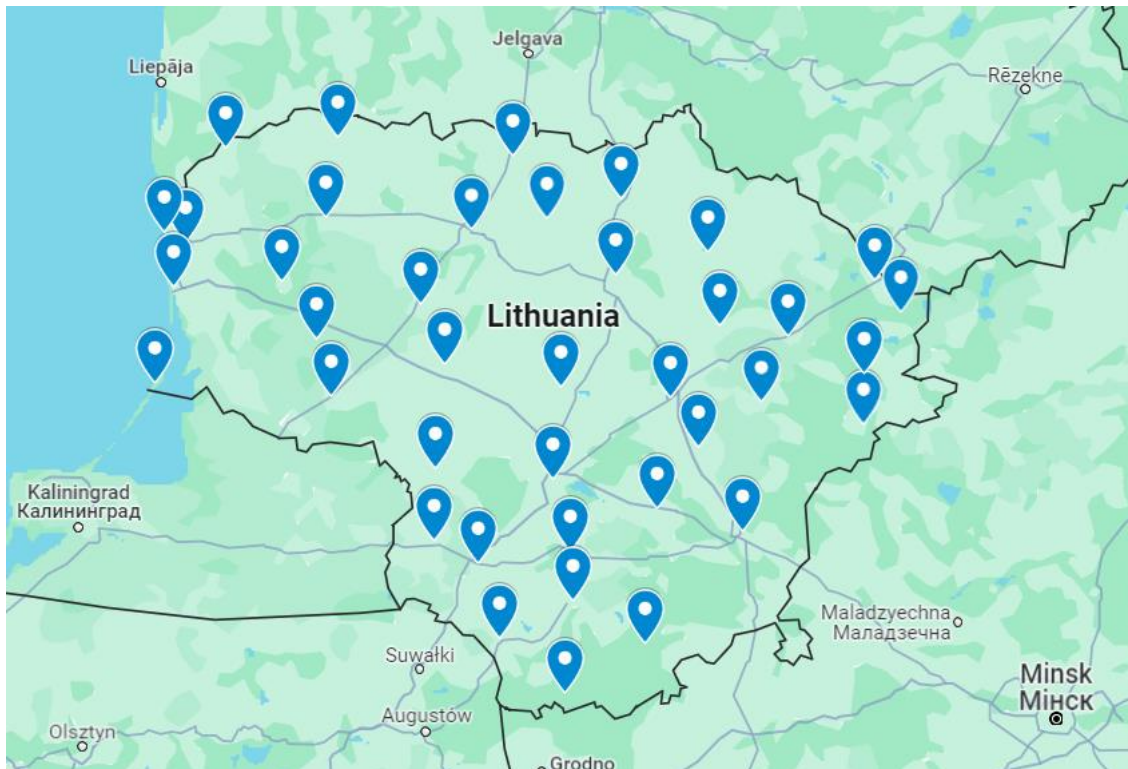
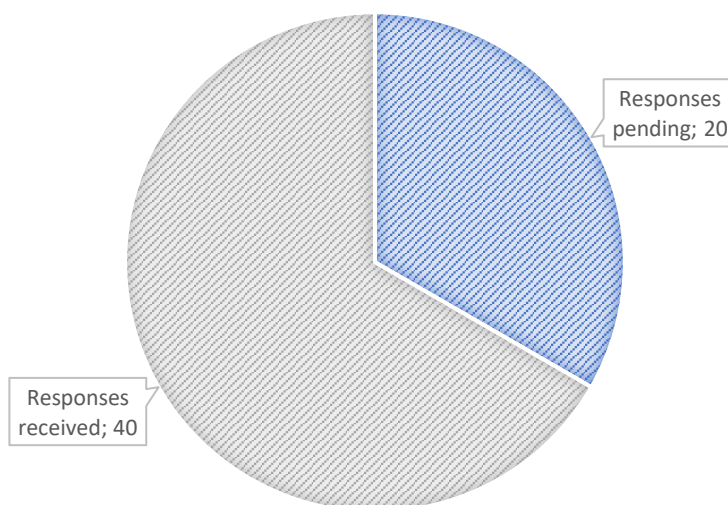


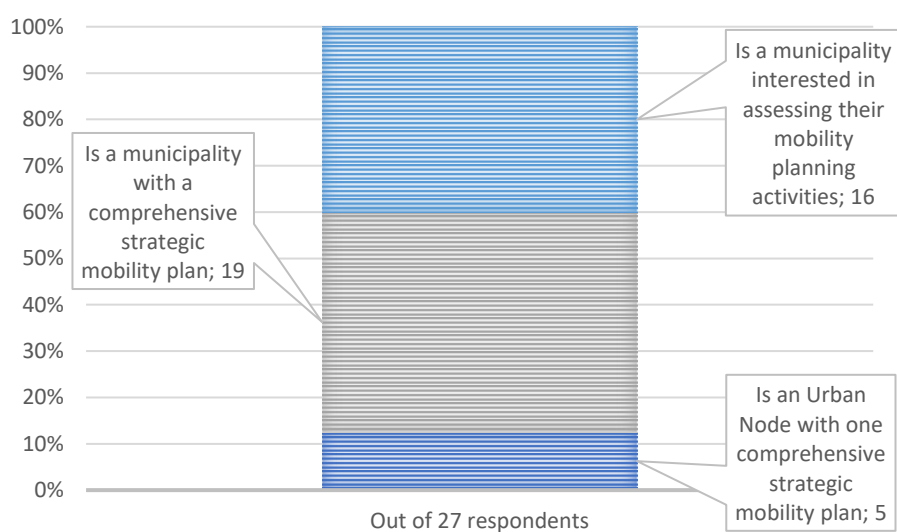
Figure 1: Map of Lithuanian municipalities who answered the SUMP Self-Assessment survey and whose answers have been evaluated.

Out of the 40 respondents, there are 5 urban nodes and 19 municipalities with a comprehensive strategic mobility plan, while the remaining 16 are municipalities interested in assessing their current mobility planning activities and looking at developing a strategic mobility plan in the future.

Total out of 60 Municipalities



OUT OF 40 RESPONDENTS



2.1 Country-wide aggregated assessment

The aggregated average score for Lithuania, based on the 40 entries received, was calculated to be **39 points out of a maximum of 100**. This average score is based on the following seven categories which are reflected at the end of the survey:

- **Plan for sustainable mobility in the functional urban area** (aggregated score: 24)

The core goal of sustainable urban mobility planning is to improve accessibility and provide high-quality, safe and clean mobility for the entire 'functional urban area'. Therefore, planning activities should consider this integrated area of daily flows of people and goods, rather than a municipal administrative area.

- **Assess current and future performance** (aggregated score: 60)

Sustainable urban mobility planning builds on a thorough assessment of the current and future performance of the transport system. It identifies the main problems and opportunities for sustainable mobility, including future trends, and establishes a baseline and alternative scenarios against which progress can be measured.

- **Define a long-term vision and a clear implementation plan** (aggregated score: 48)

Sustainable urban mobility planning follows a long-term vision for urban mobility and breaks it down into strategic objectives. It equally needs to plan for short-term implementation of the vision and objectives through measure packages, specifying their timing, budget and responsibilities.

- **Develop all transport modes in an integrated manner** (aggregated score: 39)

Sustainable urban mobility planning fosters integrated development of all relevant transport modes while supporting a shift towards sustainable mobility. It uses integrated sets of regulatory, promotional, financial, technical and infrastructure measures to achieve its vision and objectives. The measures usually cover collective mobility (traditional public transport as well as new sharing services), active mobility (walking and cycling), multimodality, road traffic and parking, and urban logistics, focusing on improving road safety, equitable accessibility, liveability of public spaces, and air and noise pollution in all of them.

- **Cooperate across institutional boundaries** (aggregated score: 54)

Sustainable urban mobility planning is characterised by a high level of cooperation. This includes cooperation with a wide range of departments relevant to mobility, exchange with higher levels of government and coordination with transport providers.

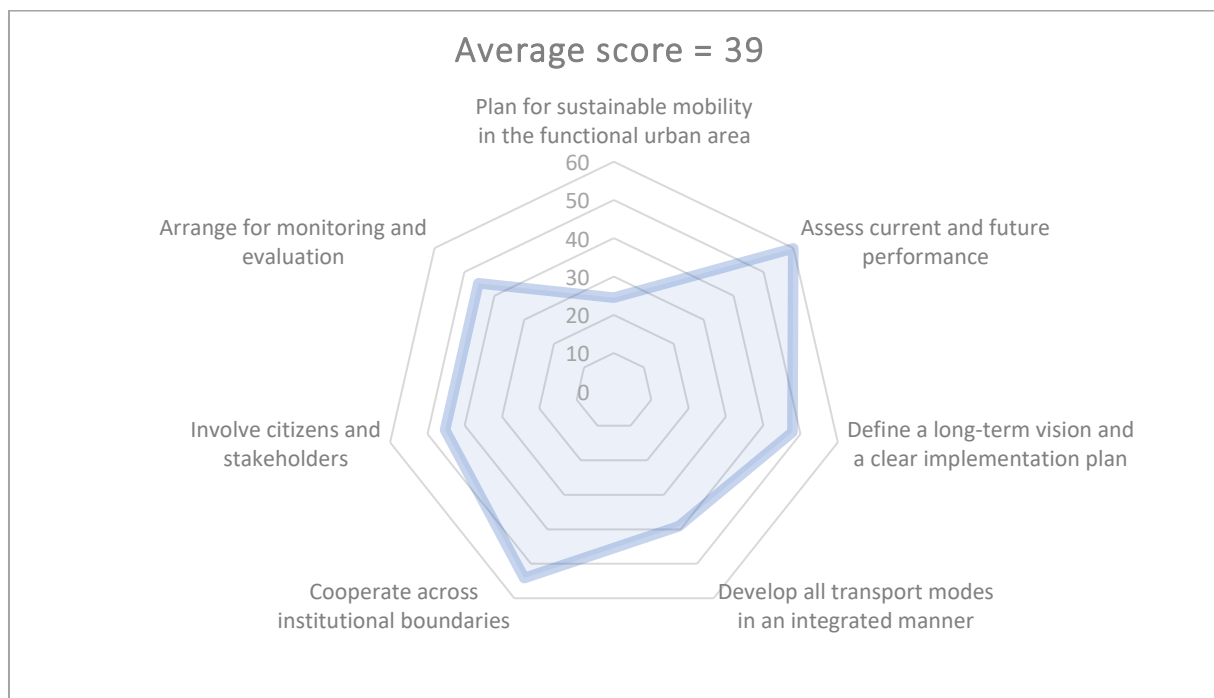
- **Involve citizens and stakeholders** (aggregated score: 45)

Sustainable urban mobility planning follows a transparent and participatory approach. Citizens and a wide range of civil society and transport stakeholders are actively involved throughout the planning process to ensure a high level of acceptance and support.

- **Arrange for monitoring and evaluation** (aggregated score: 45)

The implementation of mobility measures is monitored and evaluated closely. General progress towards strategic objectives and targets is assessed regularly based on clear indicators. Systematic monitoring of individual measures allows to adapt to changing circumstances and optimise future actions.

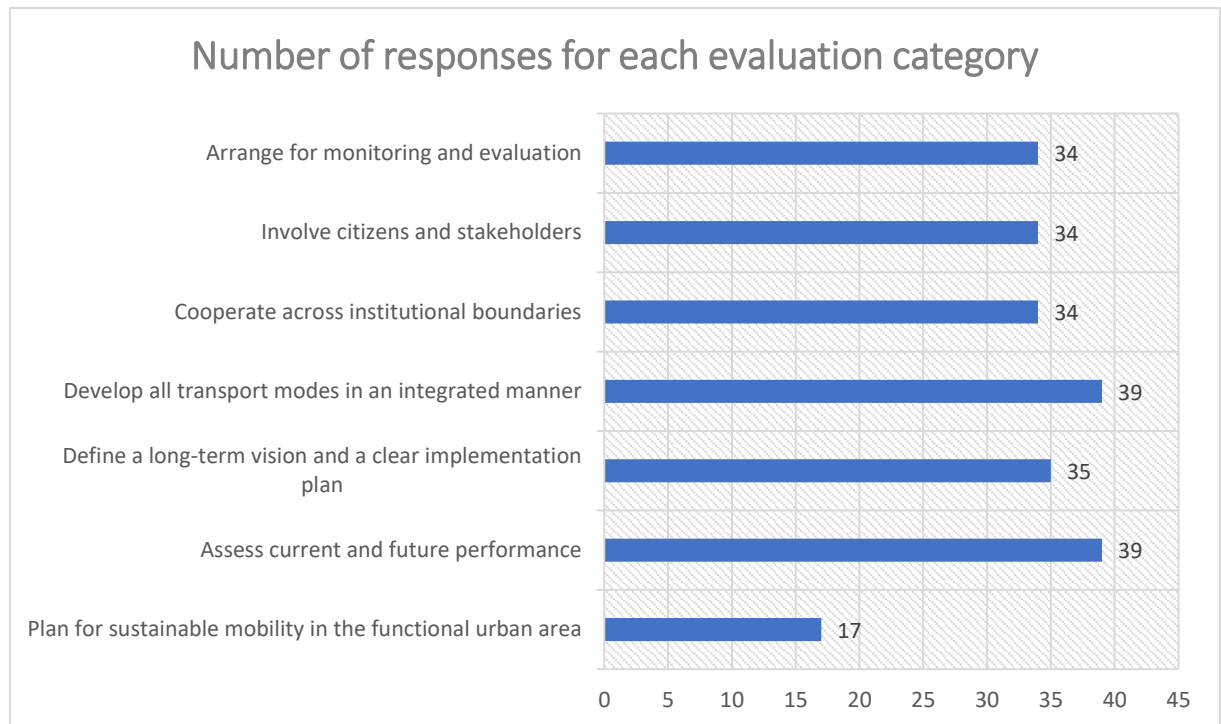
Overall country score:



0%-34%: More efforts are needed!

34%-66%: You're on the right path!

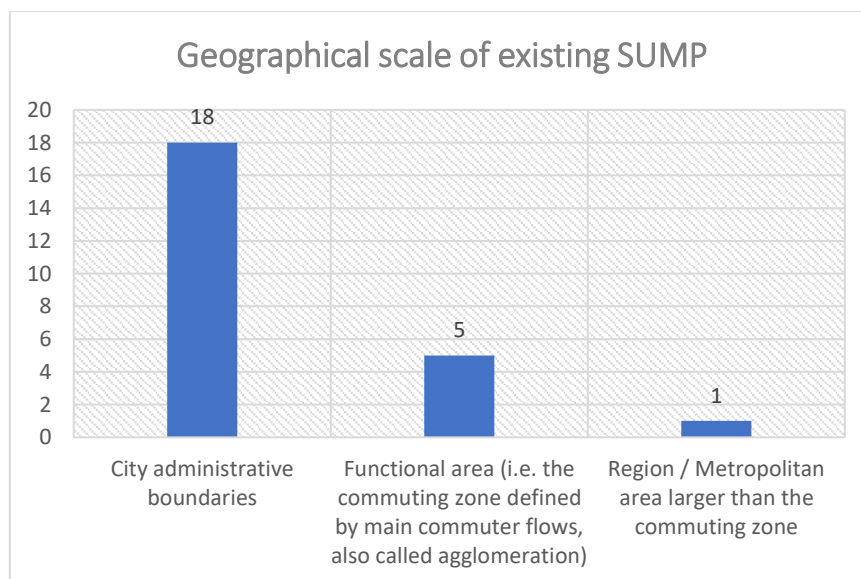
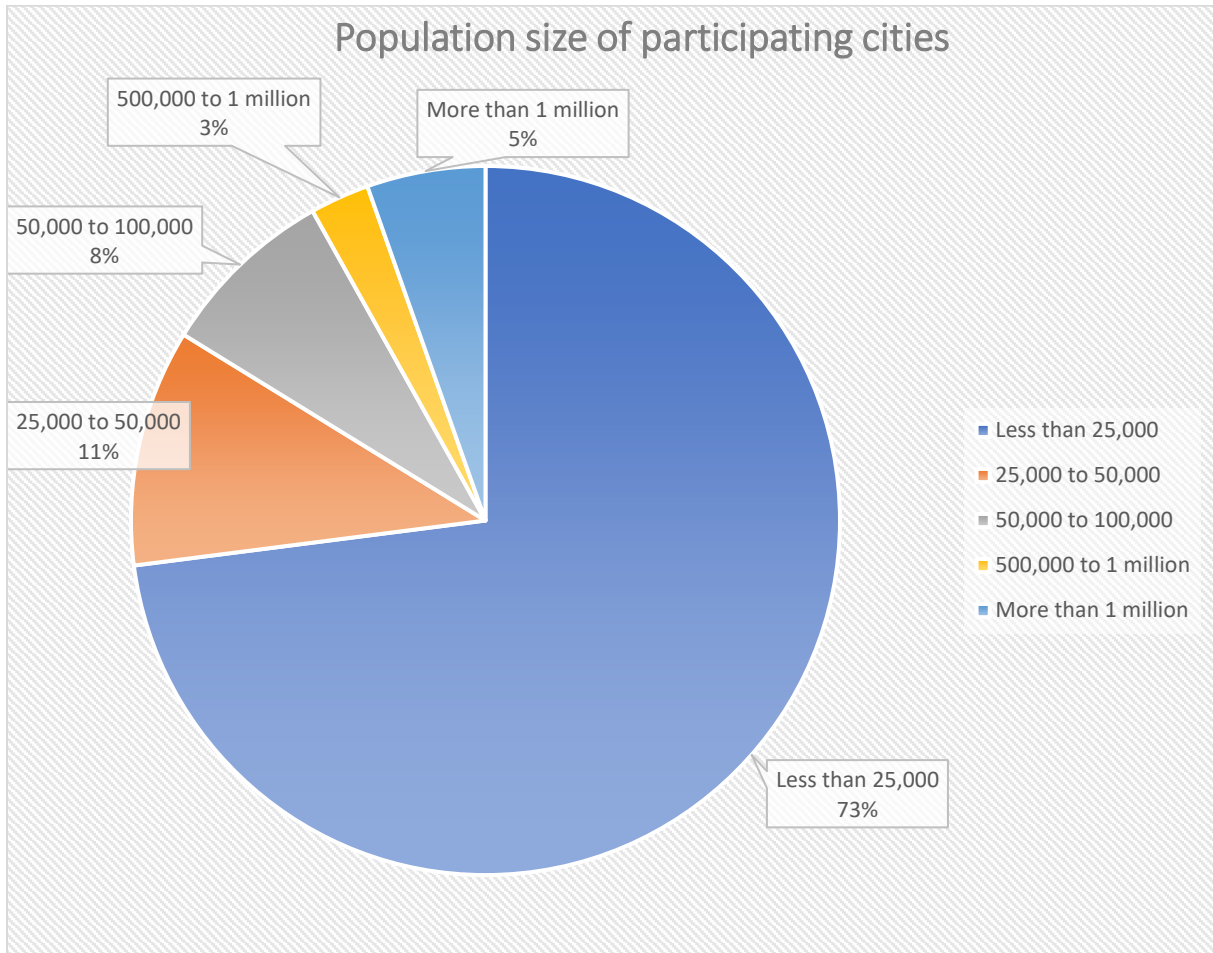
67%-100%: Congratulations!

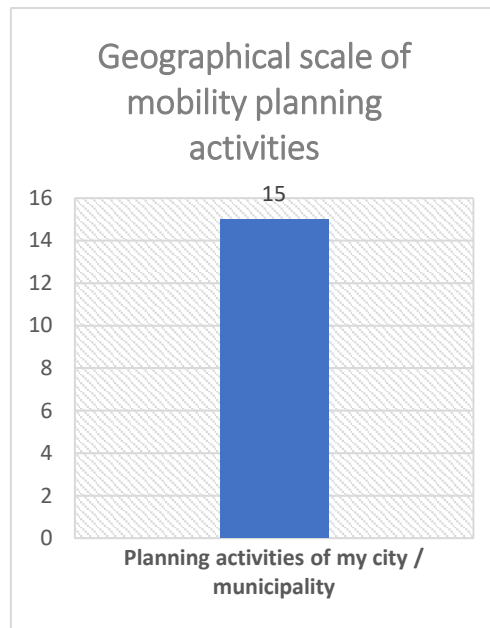


When looking at the number of responses received for each category, the maximum responses were received for 'Assess current and future performance' and 'Develop all transport modes in an integrated manner' categories, by 39 out of 40 municipalities. The next highest number of responses were received for the categories 'Define a long-term vision and a clear implementation plan' (35), 'Arrange for monitoring and evaluation' (34), 'Involve citizens and stakeholders' (34) and 'Cooperate across institutional boundaries' (34). The lowest number of responses were received for the category 'Plan for sustainable mobility in the functional urban area' (17).

2.1.1 Planning context

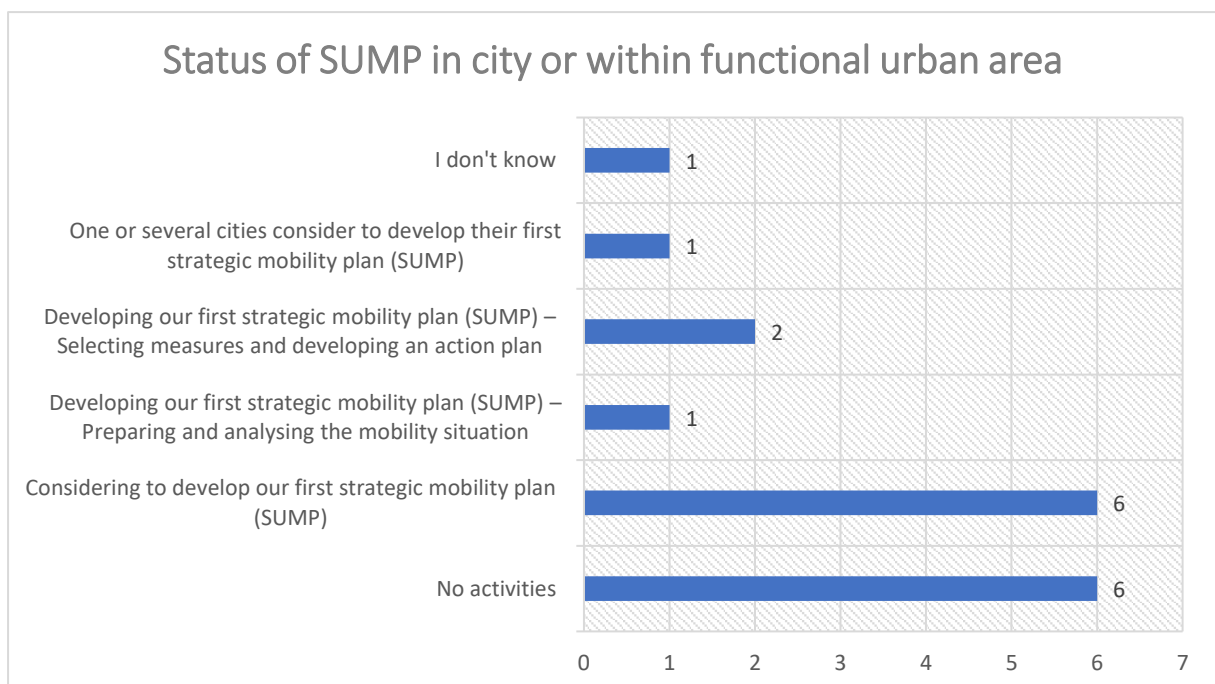
Out of the 40 participating municipalities, almost three-quarters, i.e., **73% are small or mid-sized cities with less than 25,000 inhabitants**. 11% have a population of 25,000 to 50,000, while 8% have a population of 50,000 to 100,000. 3% of the municipalities have a population of 500,00 to 1 million and 5% have a population of more than 1 million.





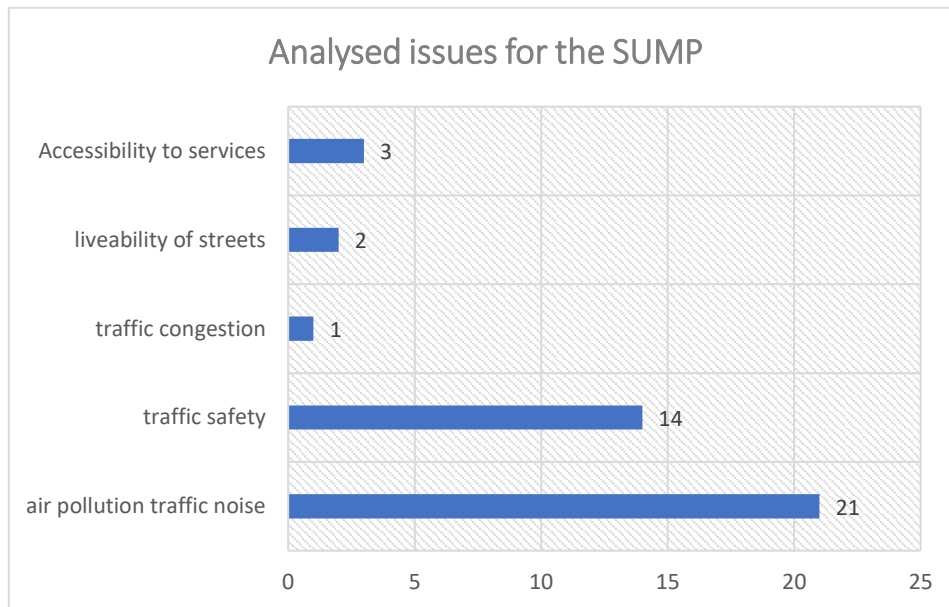
When looking at the geographical scale of the SUMP or of the mobility planning activities, **33 municipalities have been working at the city level**, while 5 have been working in the functional urban area and 1 at the regional scale. The remaining municipalities did not input the administrative level of their mobility planning activities or SUMP.

When asked about the status of the SUMP in a city or within a **functional urban area**, 3 municipalities are developing their first SUMP, while 7 cities are considering developing their first SUMP. 6 municipalities responded with no ongoing activities for the SUMP.

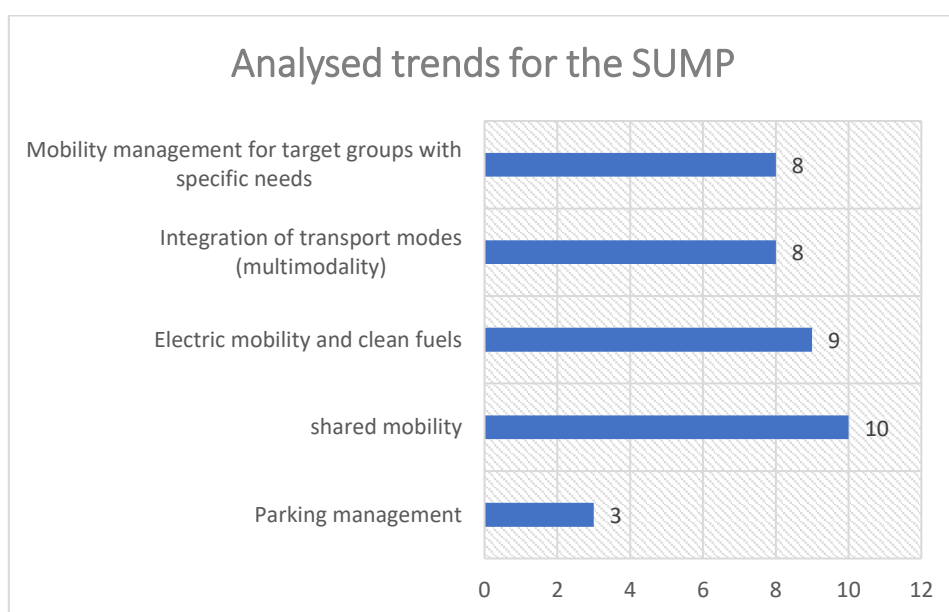


2.1.2 Assessment of the current mobility situation

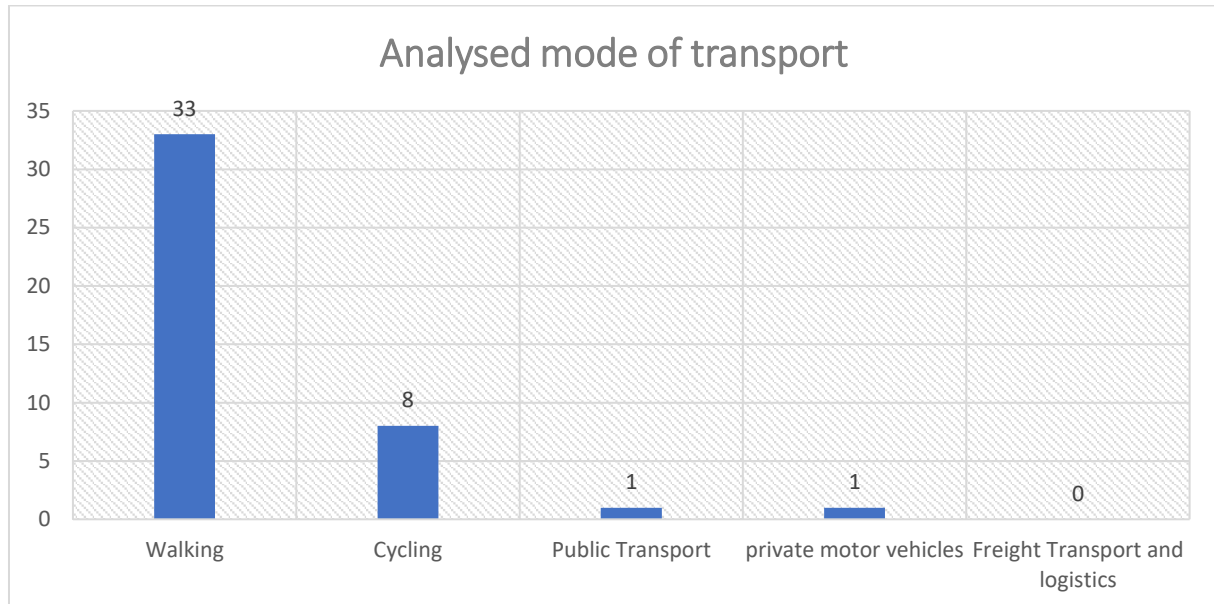
The survey then moves to the part of mobility assessment, where first the mobility issues have been acknowledged. **Air pollution and traffic noise has been a concern for more than half of the participating municipalities. 14 municipalities analysed traffic safety, 3 for accessibility to services, 2 for liveability of streets, 2 for liveability of streets and only 1 analysed traffic congestion.**



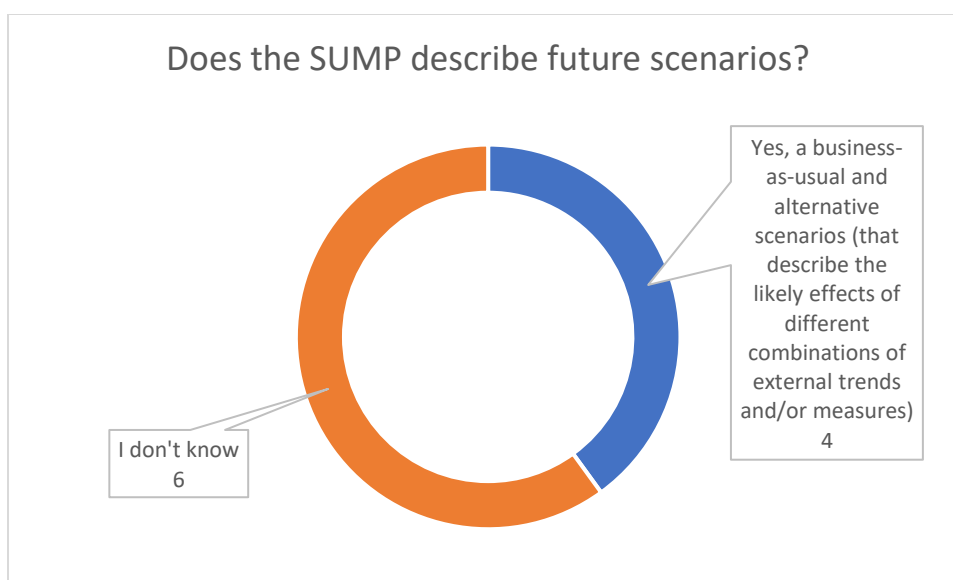
In terms of the trends analysed for the SUMP, **shared mobility has been popular in 10 municipalities, while electric mobility and clean fuels have been analysed in 9 municipalities. Multimodality or integration of transport modes, and mobility management for target groups with specific needs have been focused upon in 8 municipalities, while parking management has only been analysed by 3 municipalities.**



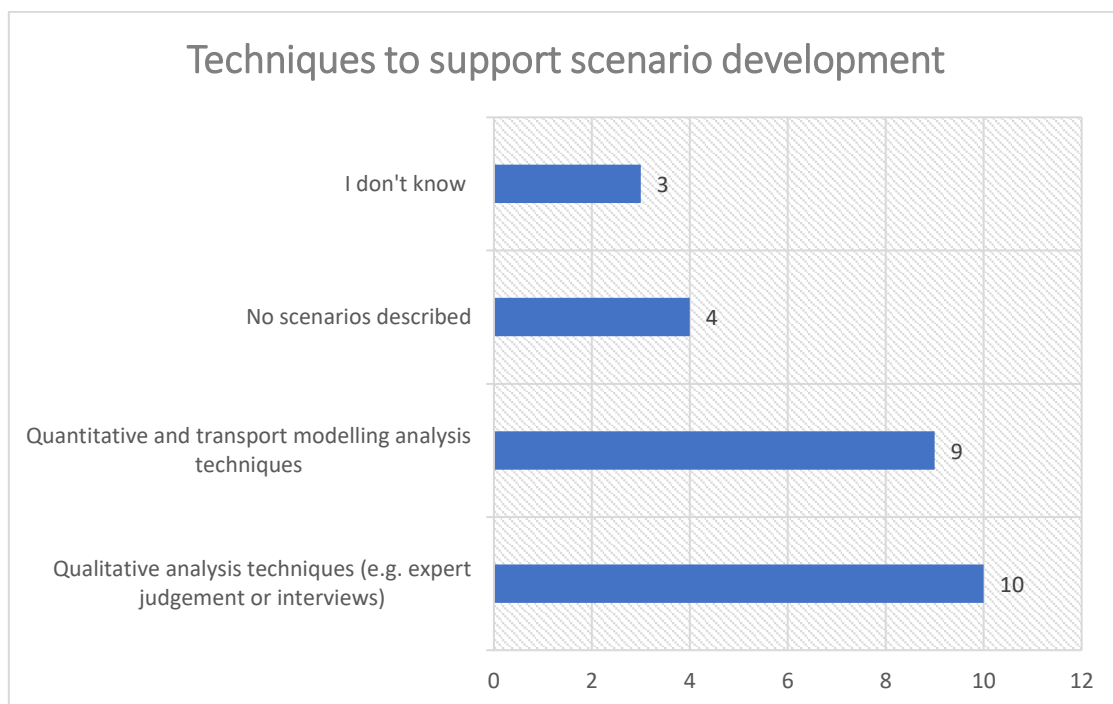
The analysis of mode of transport has been focused more upon active modes, with **33 municipalities investigating walking and 8 municipalities analysed cycling**. Public transport and private transport were analysed by 1 municipality each, while there was **no focus upon freight transport and logistics**.



The survey then looked at the descriptions of future scenarios in the SUMP, where **10% of the respondents mentioned business-as-usual and alternative scenarios (that describe the likely effects of different combinations of external trends and/or measures)**, while 15% did not know.

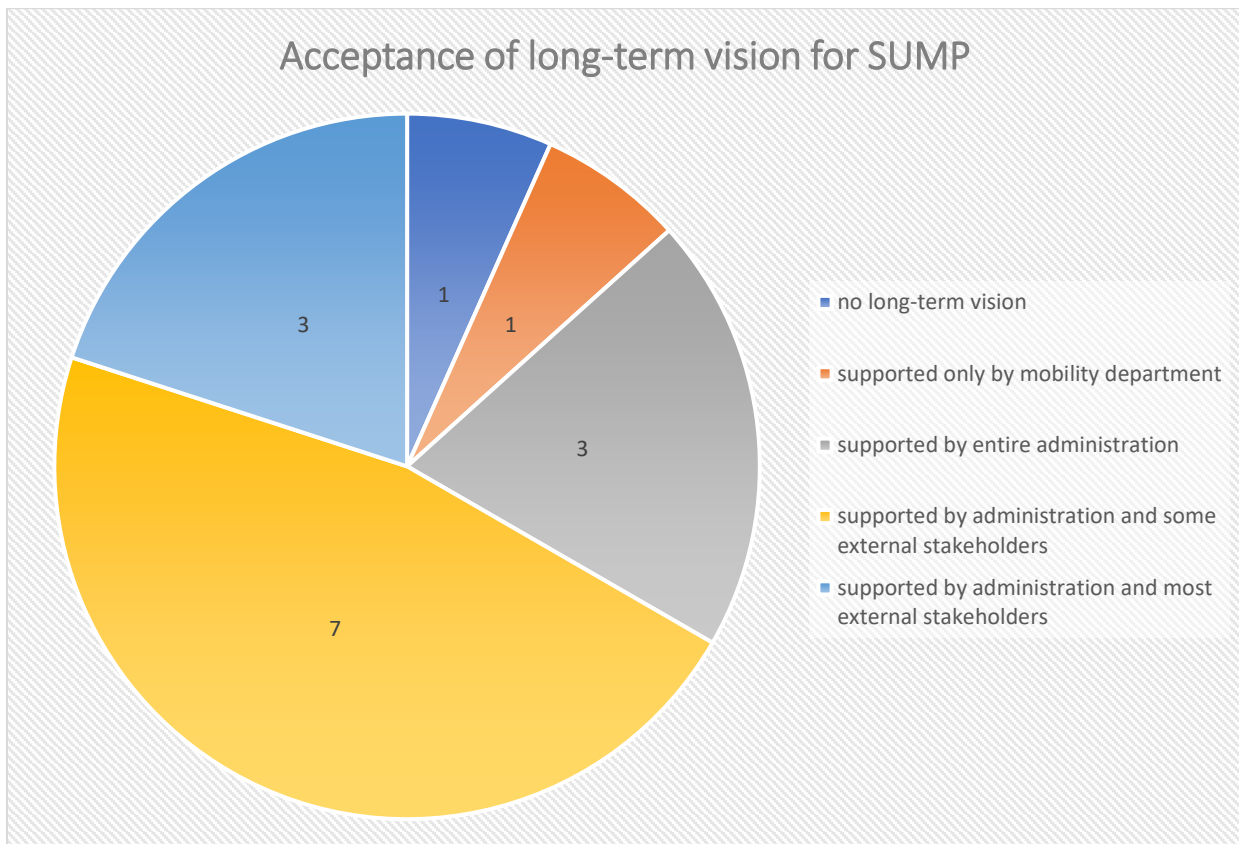


The techniques employed to support scenario development included **qualitative analysis techniques (e.g expert judgement or interviews) for 10 municipalities and quantitative and transport modelling analysis for 9**. No scenarios were described for 4 municipalities.

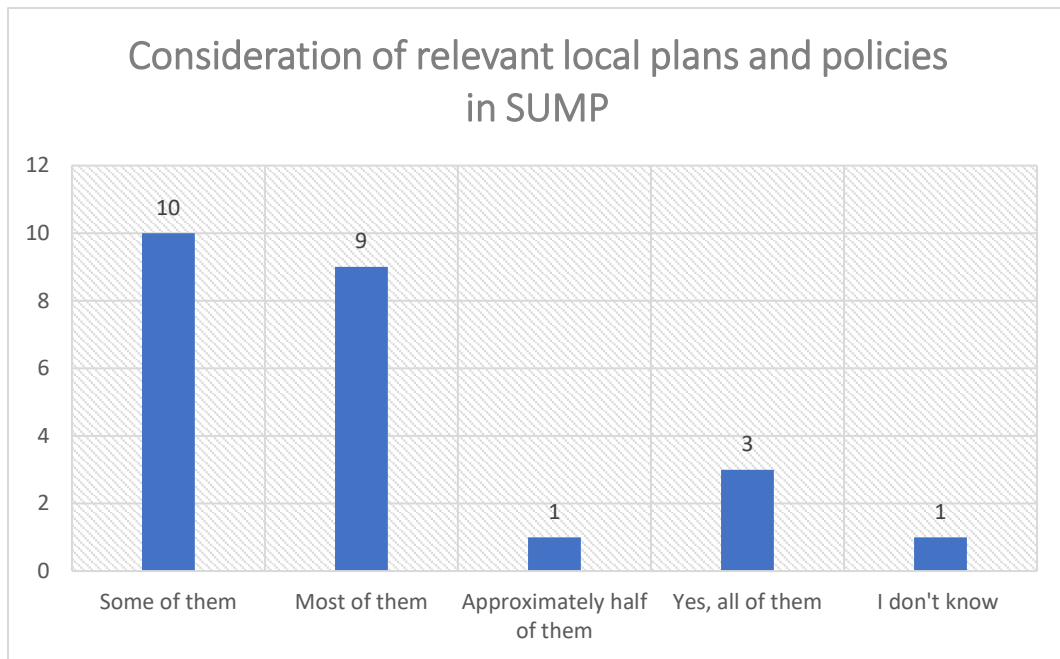


2.1.3 Vision and Objectives

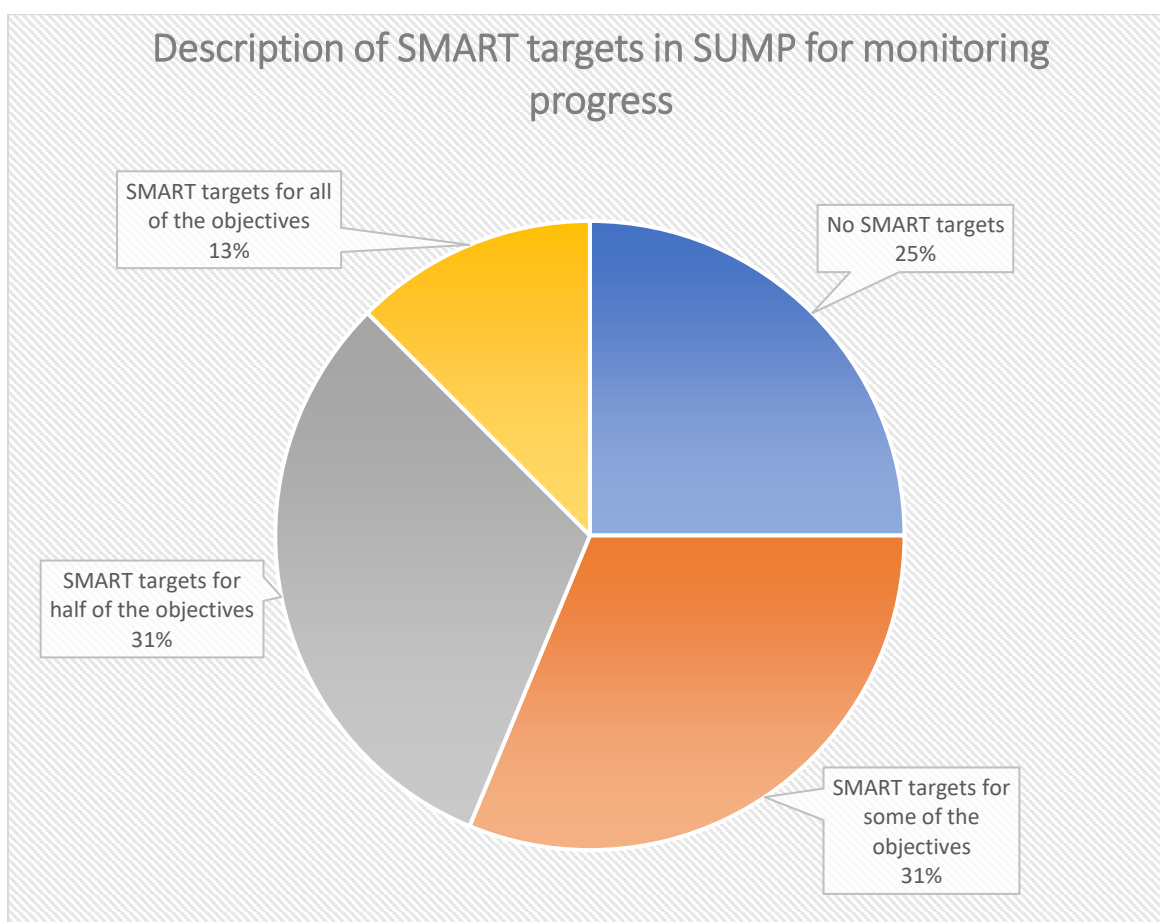
The next section of the survey is concerned with the Vision and Objectives of the SUMP and mobility planning activities. For less than 10% of the 40 respondents, the long-term vision for the SUMP is supported by the administration and most external stakeholders. **For nearly 20% the long-term vision is supported by the administration and some external stakeholders**, while it is supported by the entire administration for 7.5% of the respondents. For 1 municipality, it is supported only by the mobility department, and 1 municipality mentioned the absence of a long-term vision.



When considering the integration of relevant local plans and policies into the SUMP, less than 10% of the respondents indicated that all of them were integrated. **For 25% of the respondents, some of the policies were integrated and for 22.5% most of local plans and policies were integrated.**

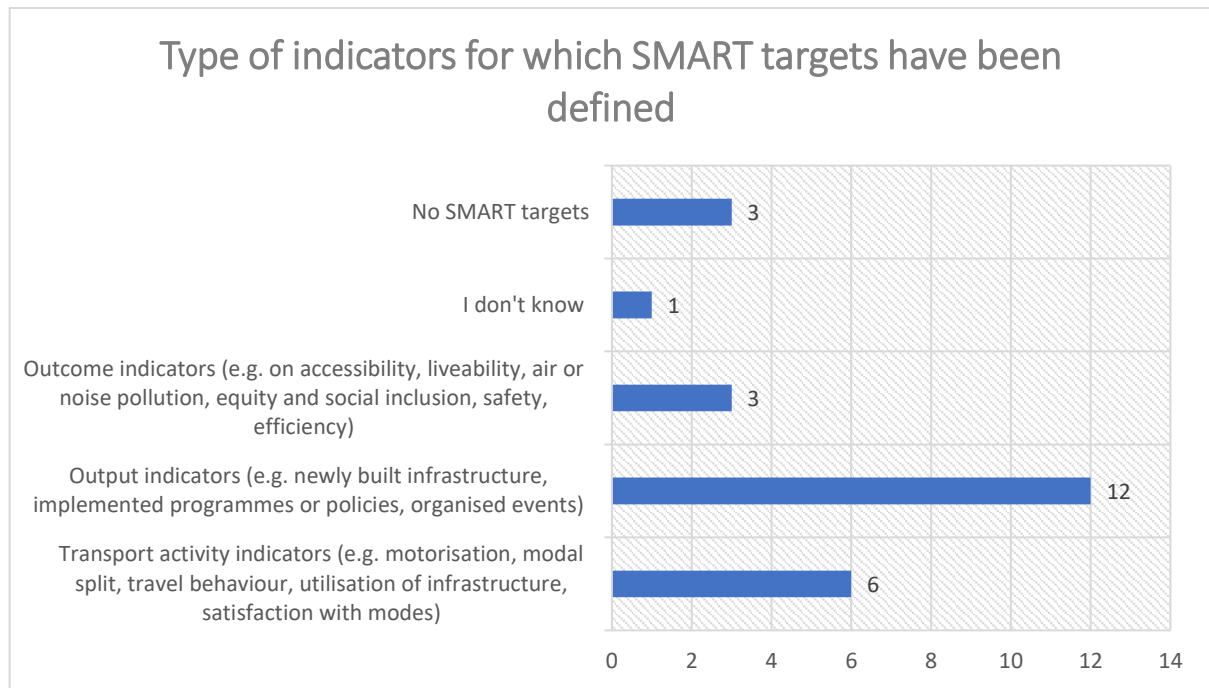


2.1.4 Measurable Targets

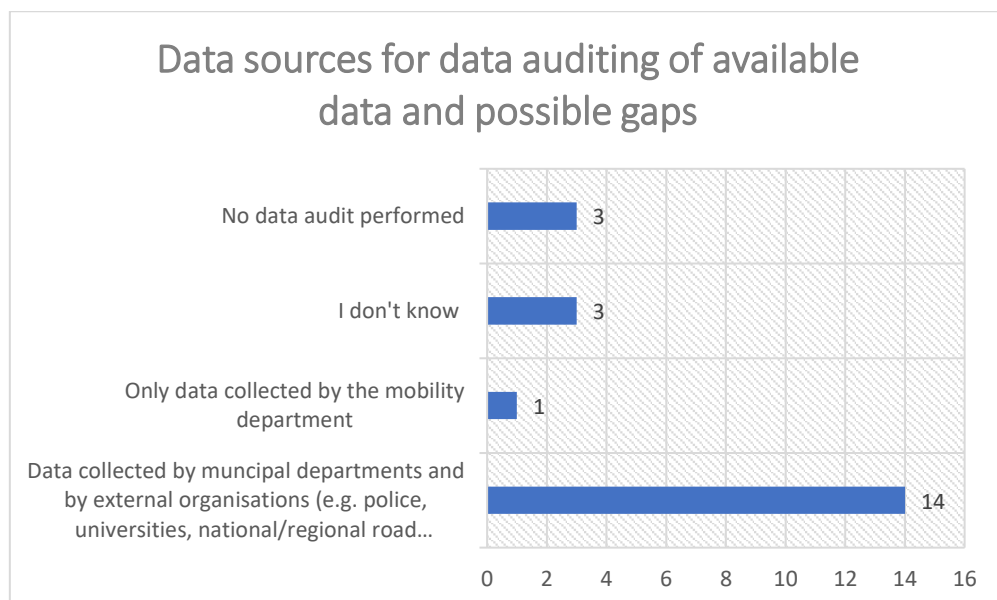


In this section, the focus was upon measurable targets within the SUMP, focusing on description of SMART targets in the SUMP for monitoring progress. 13% indicated the presence of SMART targets for all the objectives, while **31% indicated that SMART targets were described for half and some of the objectives, each.** 25% mentioned that no SMART targets were identified.

Further, the type of indicators for which SMART targets were defined were: **Output indicators for 12 municipalities**, transport activity indicators for 6 municipalities, and 3 focused on outcome indicators.

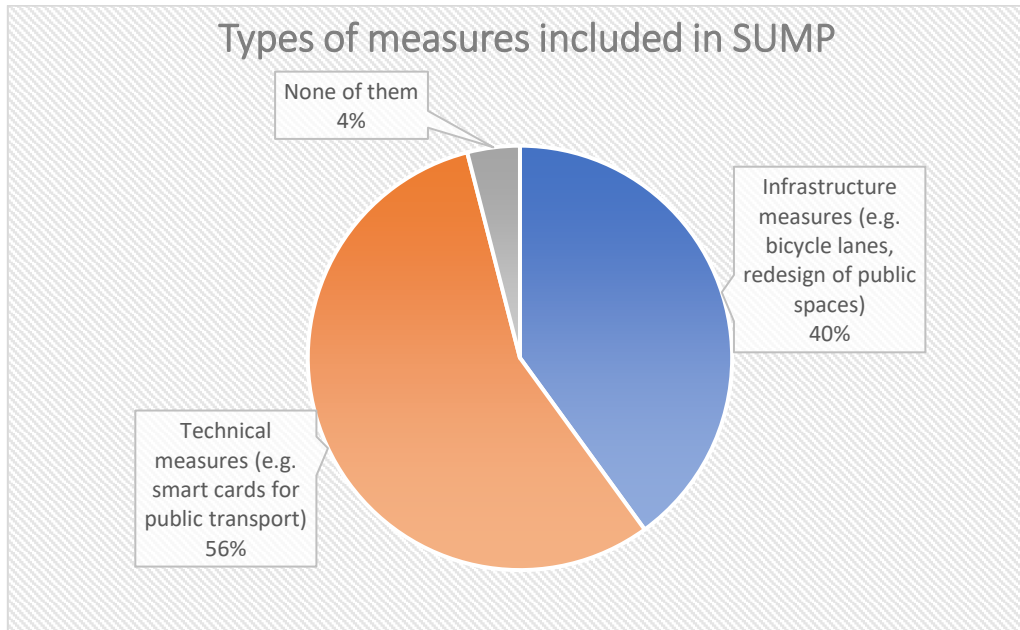


The survey then investigates the data auditing process to account for available data and possible gaps, and which data sources were considered. **14 municipalities mentioned that data collected by municipal departments and by external organisations such as the police and academic sector were considered.** For 1 municipality, the data collected only by the mobility department was considered, while no data audit was performed or there was no information regarding the remaining municipalities.

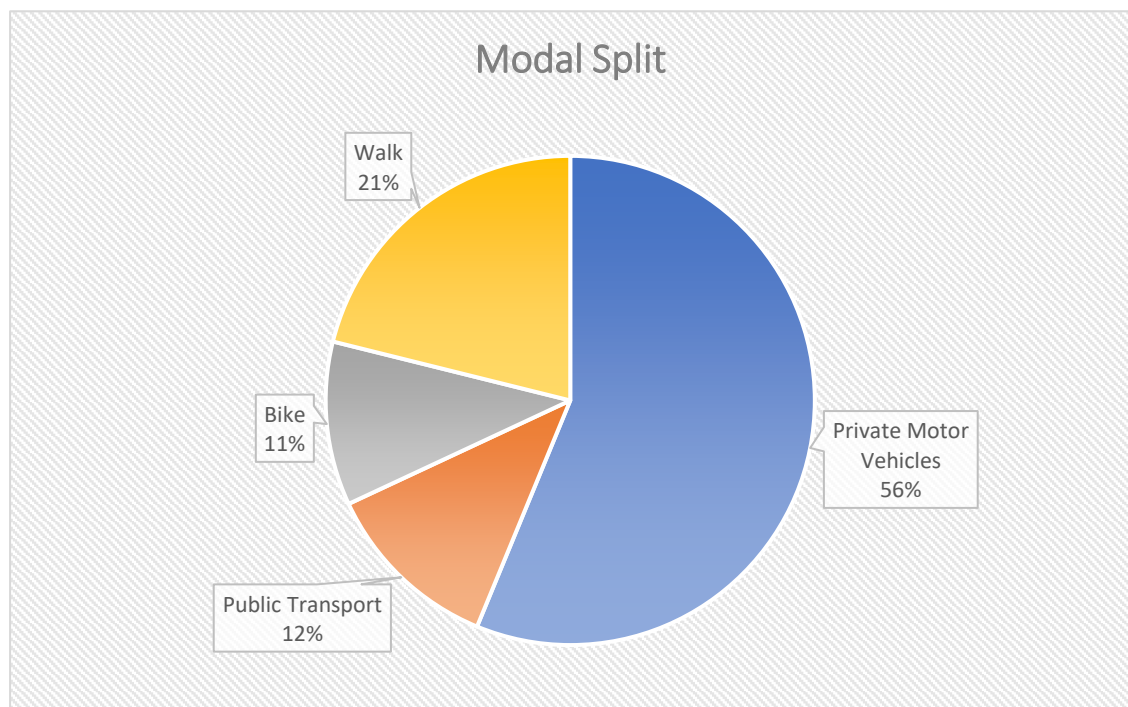


2.1.5 Integrated Transport

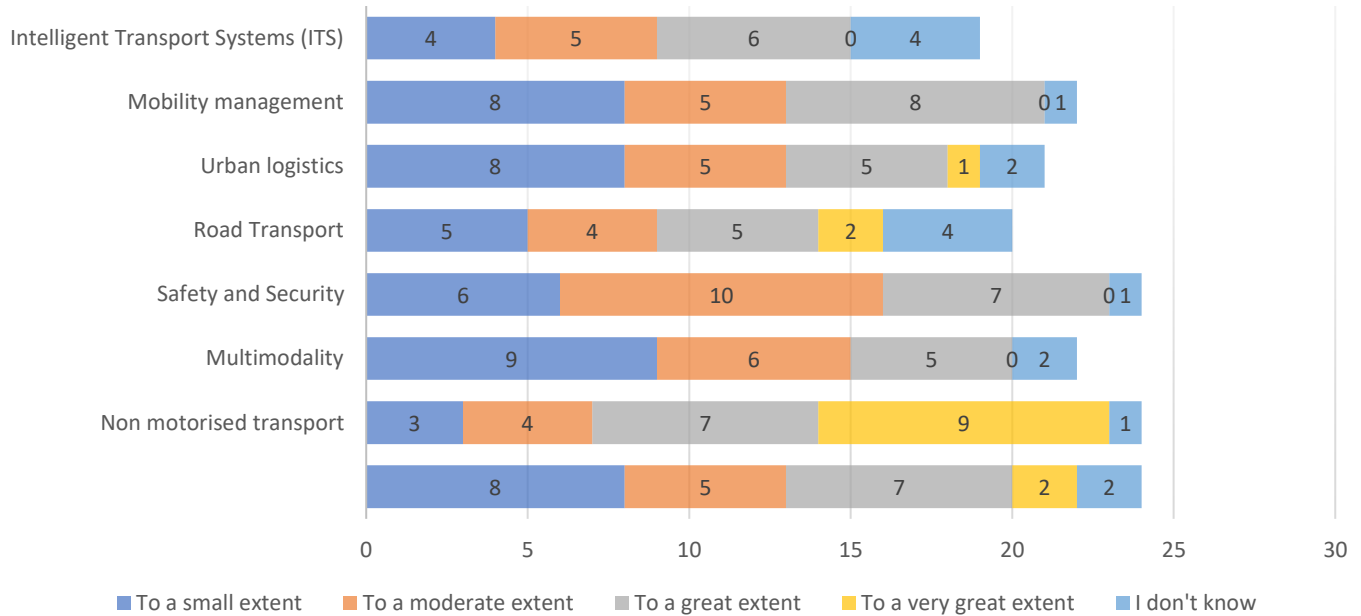
In this section, the survey is focused upon integrated transport. First the types of measures included in the SUMP are identified. **56% of the respondents focused on technical measures**, while **40% on infrastructural measures**, and the remaining did not focus on any of these categories.



In terms of the aggregated modal split for the country, **private motor vehicles are the most popular choice for 56%**, with **walking at the second place for 21%**, then **12% for biking** and the least, at **11% for public transportation**.



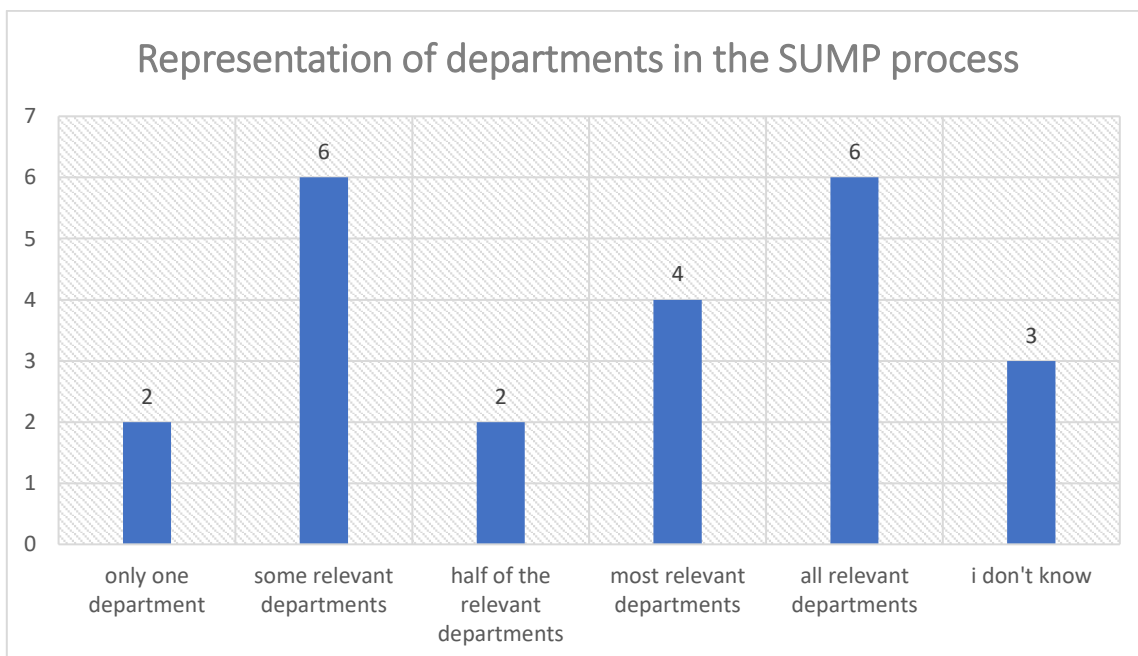
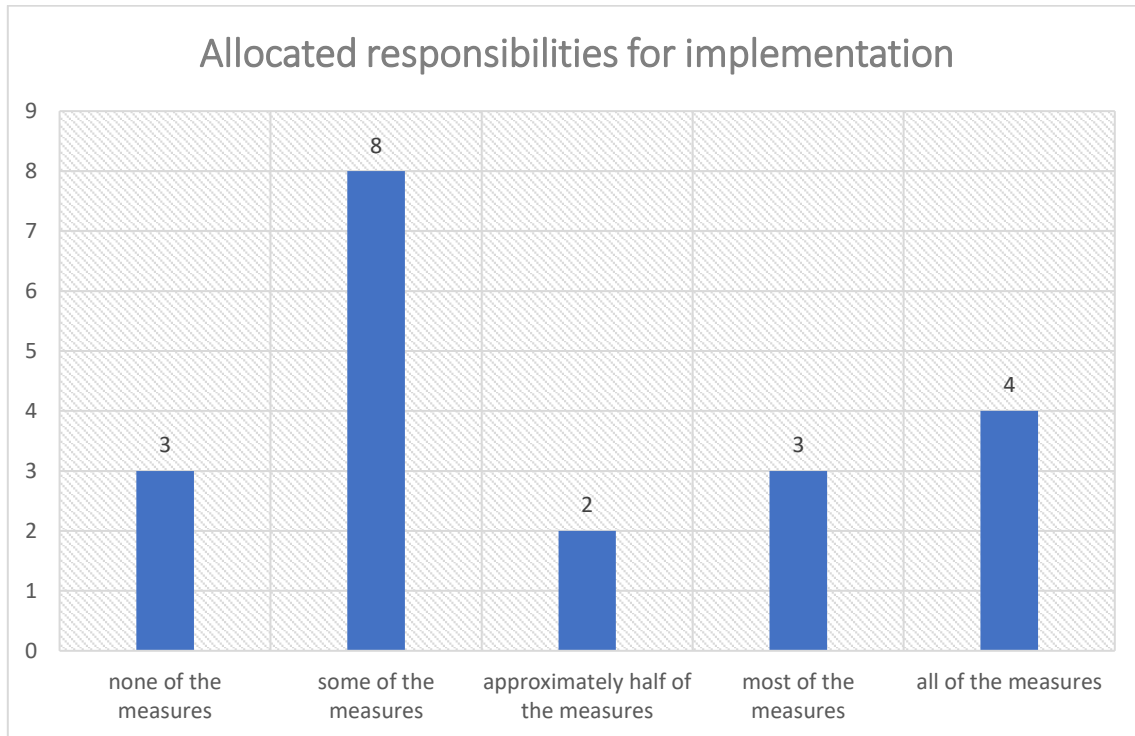
Considerations of various transport systems and aspects within the SUMP



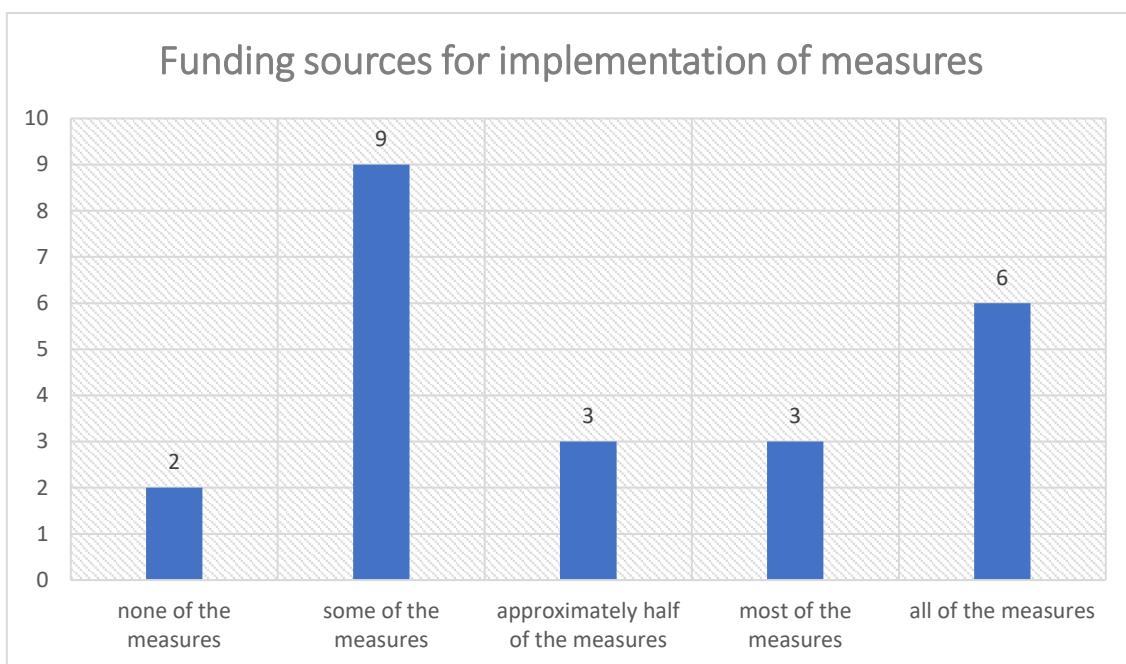
Further the considerations of various transport systems and aspects within the SUMP were investigated. The graph above shows the extent to which each of these systems and aspects were considered, with **non-motorised transport with the highest respondents (9) to a very great extent**, while **mobility management and urban logistics were considered the least**, that is to a small extent by 8 municipalities each.

2.1.6 Implementation Plan

In this section, the funding and involvement of stakeholders within the implementation plan are discussed. In terms of allocation of responsibilities for implementation, **4 municipalities have allocated responsibilities for all of the measures**, 3 for most of the measures, 2 for half of the measures, **8 for some of the measures** and 3 for none of the measures.



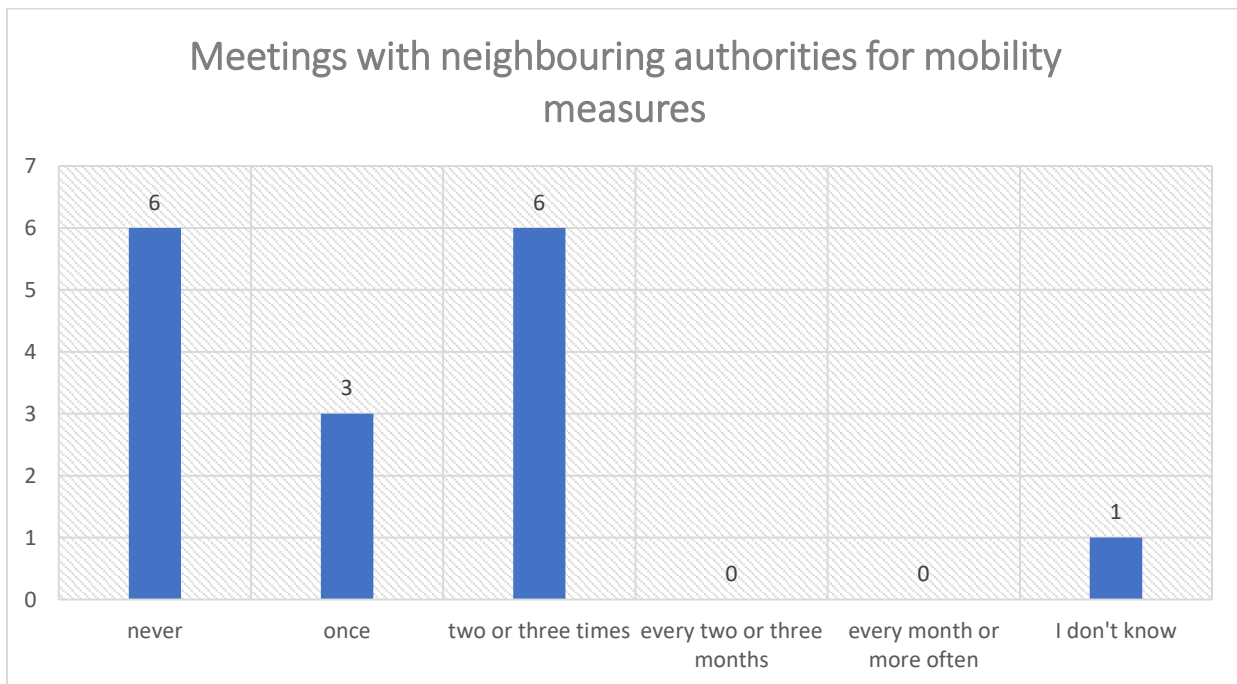
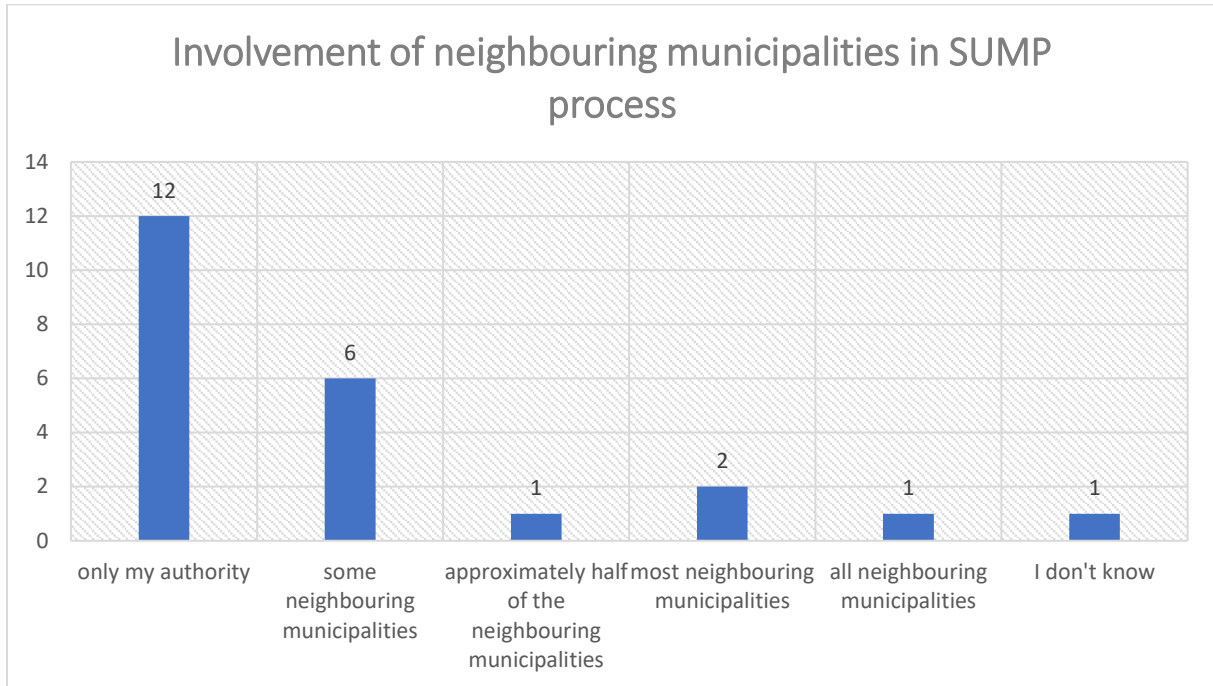
In terms of representation of departments in the SUMP process, **6 municipalities involved all relevant departments**, **4 involved most relevant departments** while only 2 municipalities involved only one department.



In terms of the funding sources for the implementation of measures, **six municipalities received funding for all the measures, nine municipalities received funding for some of the measures** and two municipalities received funding for none of the measures.

2.1.7 Institutional Cooperation

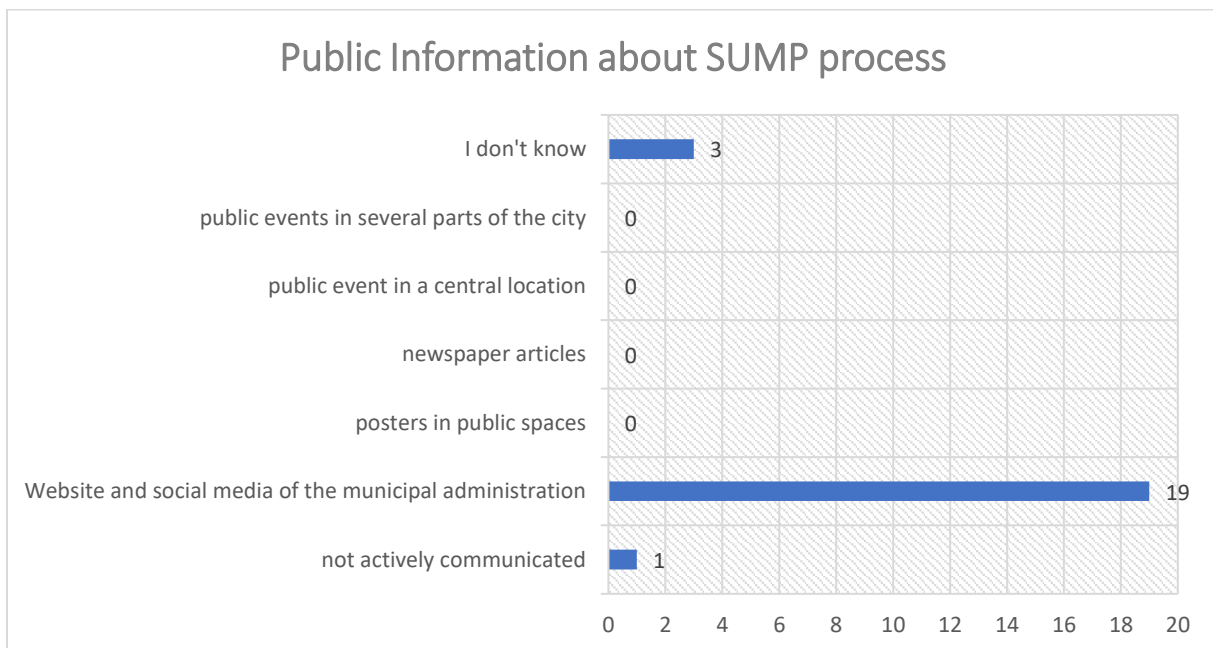
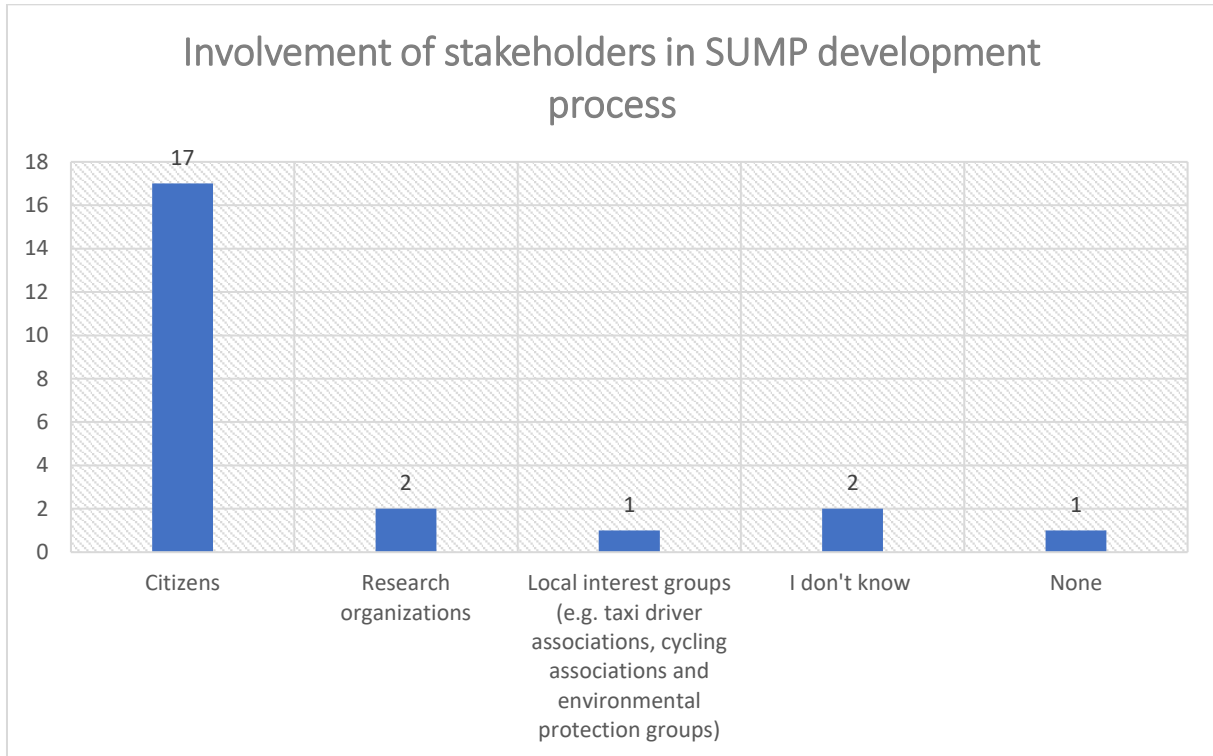
In this section, the survey focuses on institutional cooperation during the development of the SUMP. For example, **for 12 of the municipalities, only their own municipality was involved in the process, while some neighbouring municipalities were involved for 6 municipalities.** For only one municipality, all neighbouring municipalities were involved in the process.



6 municipalities never held meetings with neighbouring municipalities for mobility measures, while 3 municipalities held one meeting and 6 held two to three meetings.

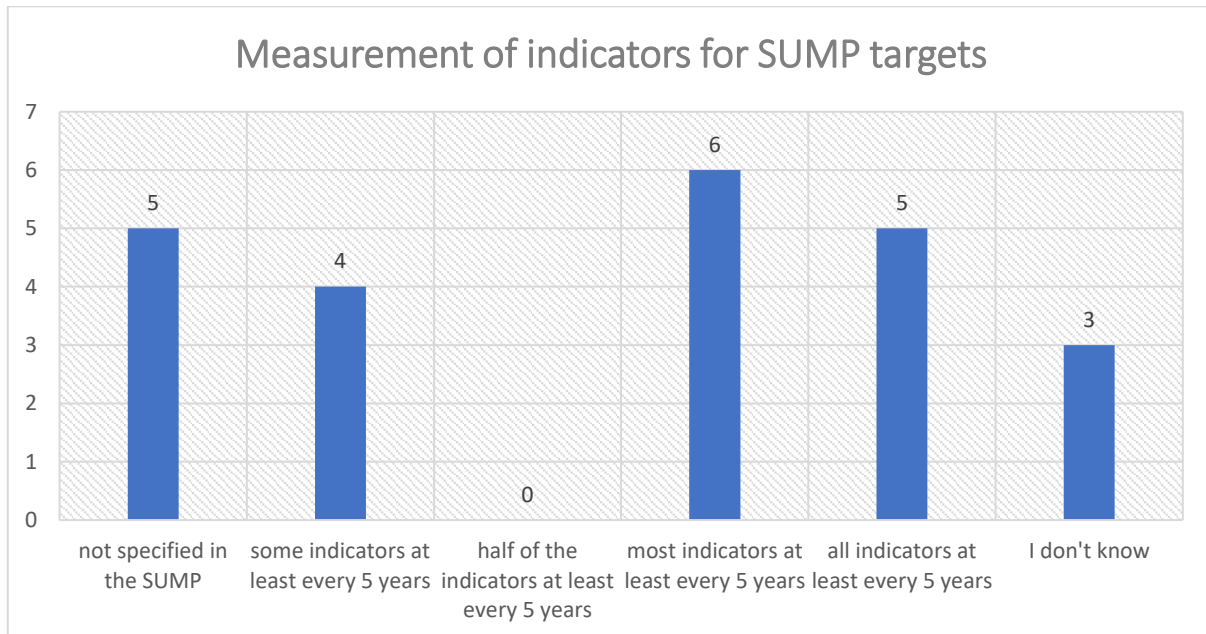
2.1.8 Participation

This section investigates the participation of stakeholders in the process of SUMP development and dissemination of information to the public. In terms of stakeholder engagement, **almost 50% of the municipalities involved citizens in the process**, while 5% involved research organisations. In terms of public information about the SUMP process, **website and social media** were the primary medium for sharing information with the public.

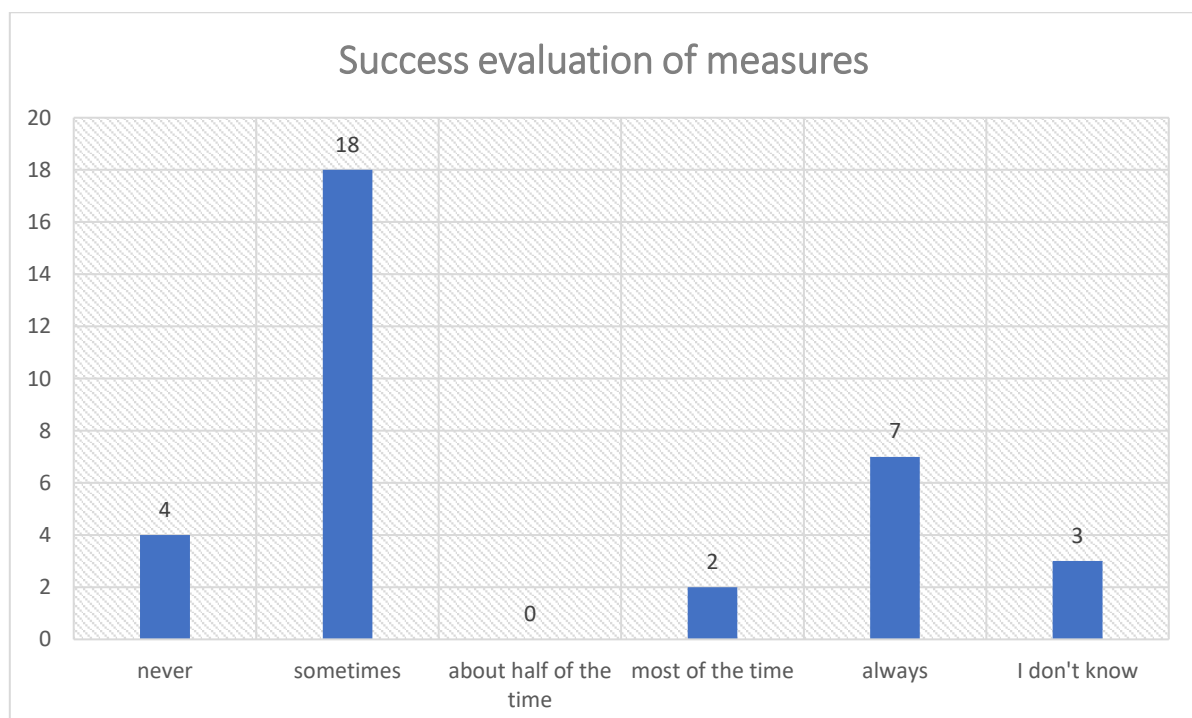


2.1.9 Monitoring and Evaluation

The last section of the survey, monitoring and evaluation process is investigated. The measurement of indicators for the SUMP targets is defined for all indicators at least every 5 years in the SUMP of 5 cities. **For 6 cities, most indicators are measured at least every 5 years, some indicators are measured at least every 5 years for 4 cities and for 5 cities, it is not specified in the SUMP.**



In terms of **how many often the success of measures is evaluated**, 18 municipalities responded with **sometimes**, while 4 mentioned that it is never done and **for 7 municipalities it is constantly measured**.



2.2 Analysis of the SUMP performance in Lithuanian urban nodes

In the second part of the evaluation, the SUMP self-assessment results of the five urban nodes are analysed.

2.2.1 Vilnius

Population size: 500,000 to 1 million

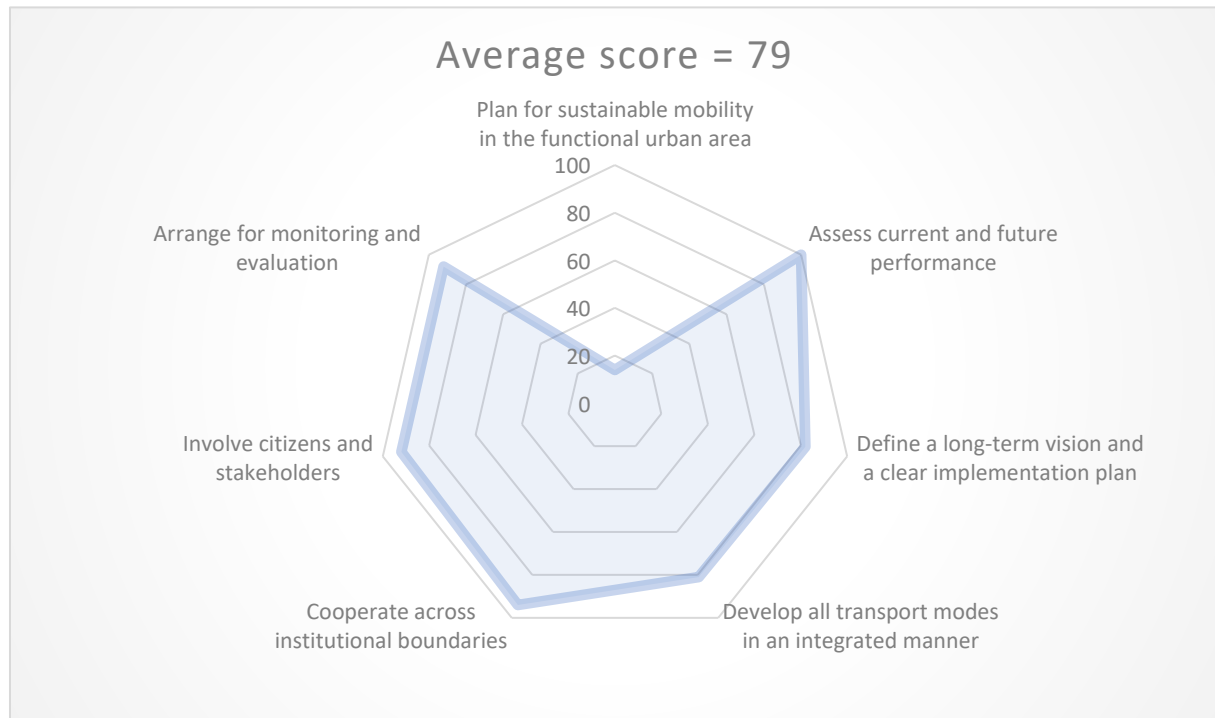
Geographical scale of SUMP: City level

Mobility related issues analysed: Air pollution and traffic noise

Mobility trends analysed: Shared mobility

Transport modes analysed: Walking

The SUMP of Vilnius, the capital city of Lithuania, **scored 79 out of 100 in the SUMP self-assessment survey**. The highest focus is upon assessing current and future performance, followed by cooperation across institutional boundaries, involvement of citizens and arrangement for monitoring and



evaluation. The least score was achieved for Plan for sustainable mobility. **Walking is the transport mode which was analysed within the SUMP and the shared mobility is the mobility trend which was analysed within the SUMP.** In terms of vision and objectives, the long-term vision is supported by the administration and most external stakeholders. The SUMP defines a comprehensive set of objectives that address most of the important problems and addresses most relevant local policies. For measurable targets, SMART targets have been defined for half of the objectives, and the indicators identified are output indicators and transport activity indicators. The SUMP focuses upon technical measures. In terms of the focus

on transport modes and aspects, **enhancement of public transport, road transport, mobility management, and non-motorised modes is addressed to a very great extent, multimodality and safety and security to a great extent, while urban logistics and intelligent mobility systems are addressed to a moderate extent. Funding sources have been identified for all the measures, and all relevant departments were included in the SUMP development.**

2.2.2 Kaunas

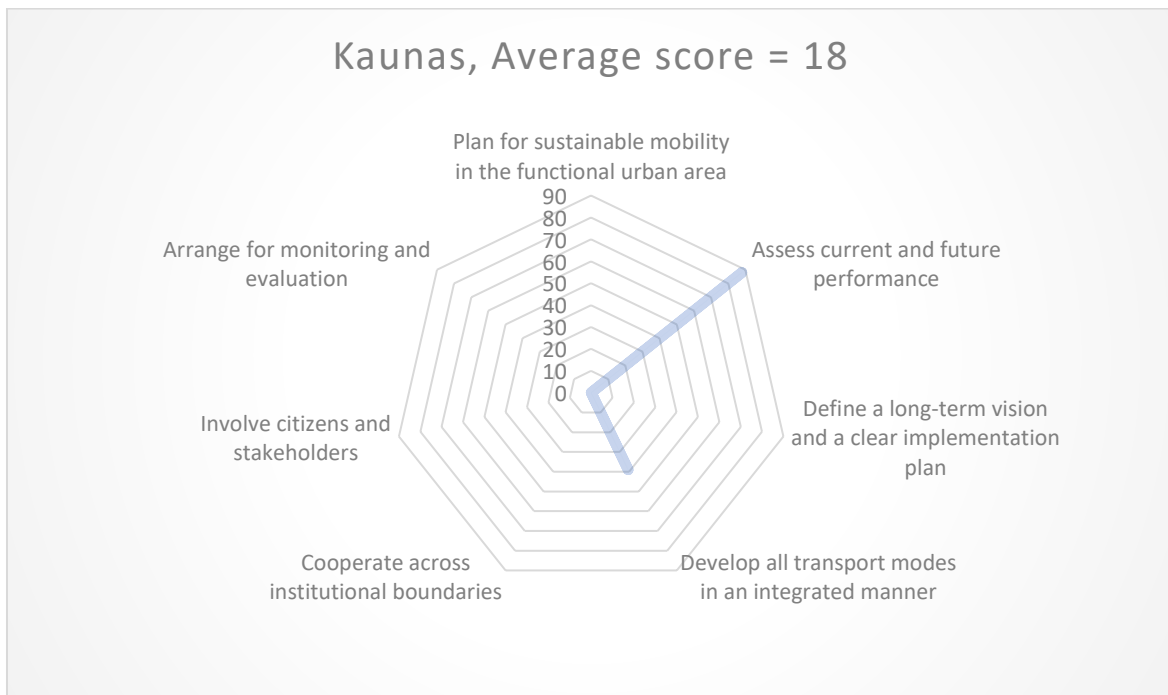
Population size: 250,000 to 500,000

Geographical scale of SUMP: Functional urban area

Mobility related issues analysed: Air pollution and traffic noise

Mobility trends analysed: Shared mobility

Transport modes analysed: Walking



For the city of Kaunas, the average score of the SUMP assessment is **18 out of 100**, with the category 'Assess current and future performance' at 88, and 'Develop all transport modes in an integrated manner' at 39 points. Walking is the transport mode which was analysed within the SUMP and the shared mobility is the mobility trend which was analysed within the SUMP. Air pollution and traffic noise have been analysed as the mobility related issues for the SUMP. Within the SUMP, business-as-usual and alternate scenarios have been described using quantitative and transport modelling analysis techniques. The SUMP offers a comprehensive set of objectives that address all important problems and refers to some of the local policies, as well.

The mobility plan includes technical measures. In terms of transport modes addressed, measures to raise attractiveness of non-motorised transport is included to a great extent, while the aspects of multi-modality, urban logistics, mobility management, and safety and security are included up to a moderate extent.

2.2.3 Klaipėda

Population size: 100,000 to 250,000

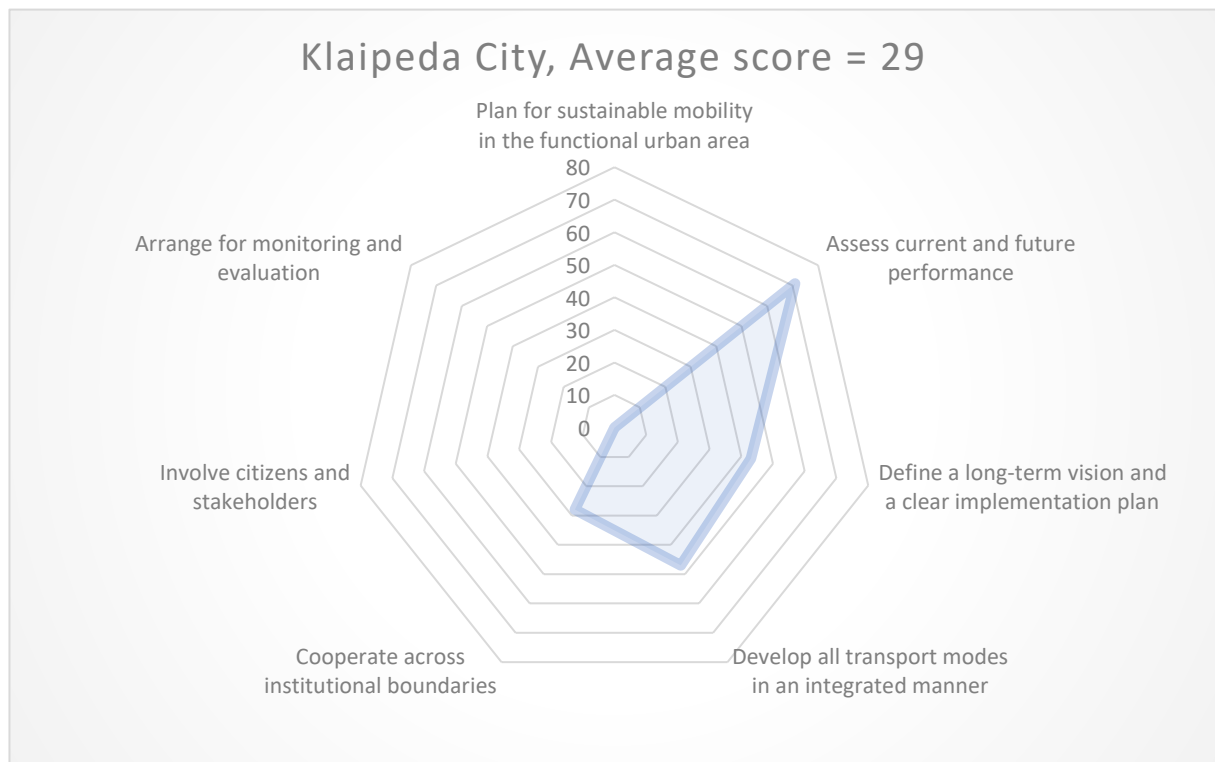
Geographical scale of SUMP: City level

Mobility related issues analysed: Air pollution and traffic noise

Mobility trends analysed: Shared mobility

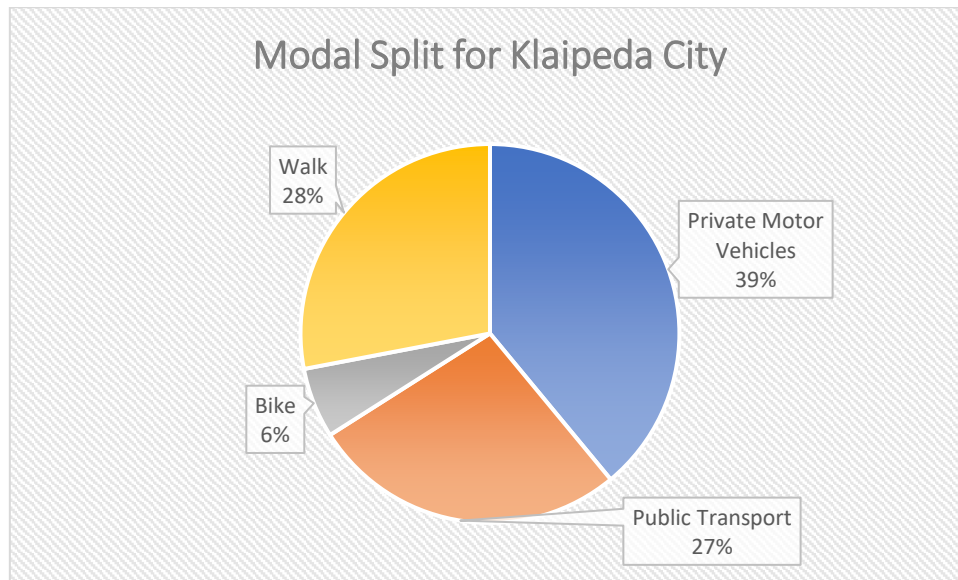
Transport modes analysed: Walking

For the SUMP of the city of Klaipėda, the average score is 29 out of 100. The categories 'Assess current and future performance' received a score of 71, and 'Develop a long-term vision and a clear implementation plan' received a score of 43, and a score of 47 for



'Develop all transport modes in an integrated manner'. Walking is the transport mode which was analysed within the SUMP and the shared mobility is the mobility trend which was analysed within the SUMP. Air pollution and traffic noise have been analysed as the mobility related issues for the SUMP. The SUMP puts forth a comprehensive set of objectives that addresses all important problems and refers to some local policies and plans. No SMART targets have been identified. The SUMP includes technical measures. When looking at the

current modal split, the highest contribution is of Private Motor Vehicles at 39%, followed by walking at 28%, Public transport at 27% and biking at 6%. Within the SUMP, the focus on enhancement of public transport and non-motorised transport has been up to a great extent, and road transport has been the focus up to a moderate extent. The focus has been limited upon multi-modality, safety and security, urban logistics, mobility management and intelligent transport systems.



Source of data: Traffic count, travel survey, data from the public transport operator, or similar

In terms of stakeholder participation, colleagues from different departments were involved in the development of the long-term vision and objectives, and selection of measures. Citizens were involved in the SUMP development process, as well.

2.2.4 Šiauliai

Population size: 100,000 to 250,000

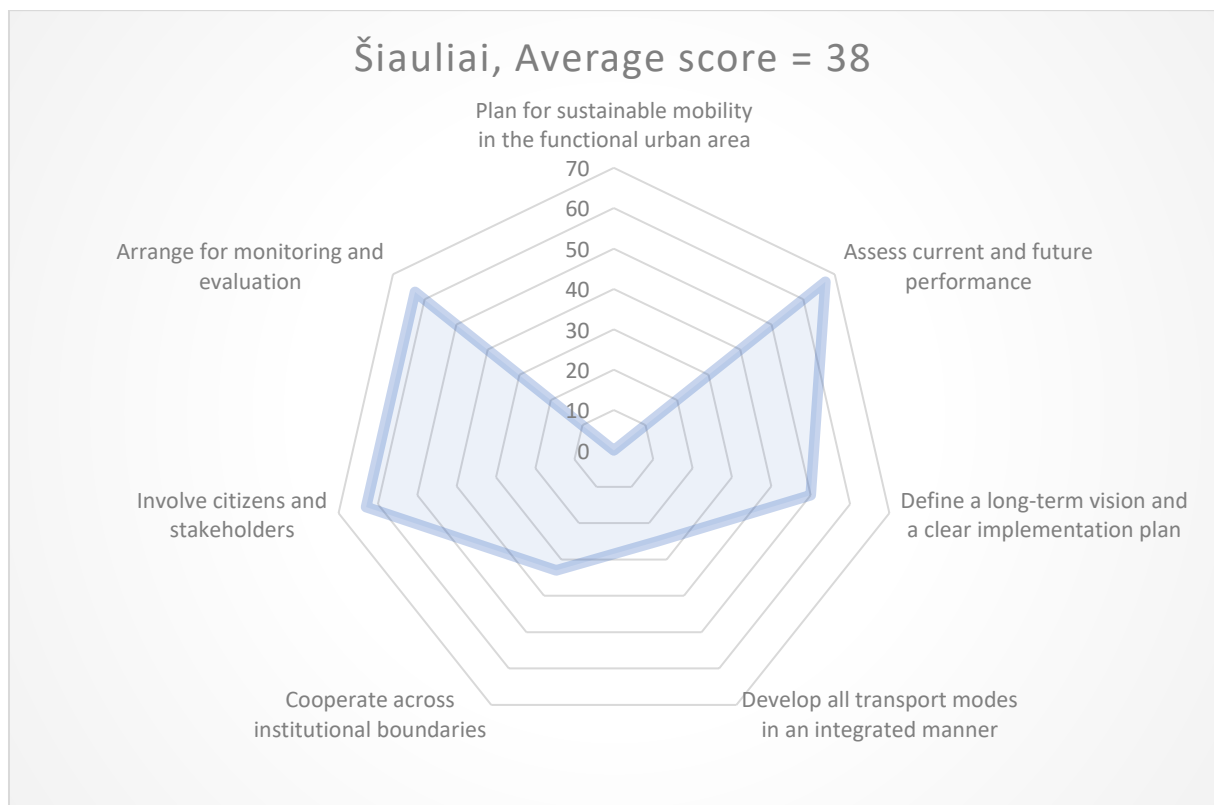
Geographical scale of SUMP: City level

Mobility related issues analysed: Air pollution and traffic noise

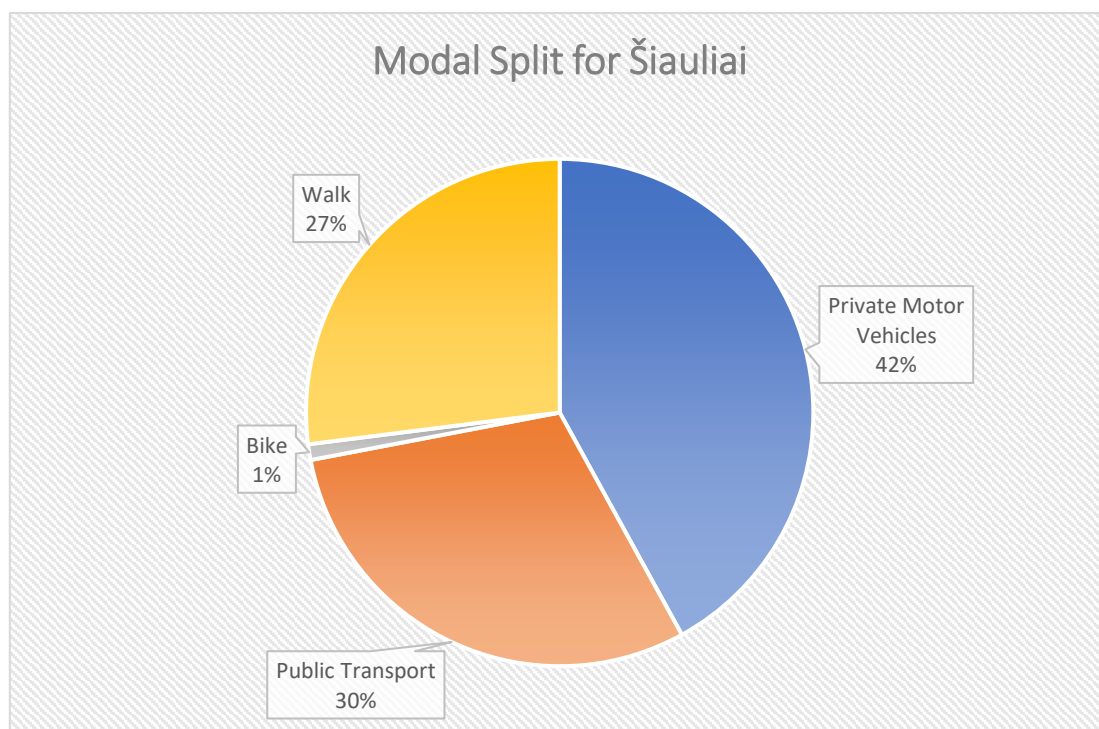
Mobility trends analysed: Shared mobility

Transport modes analysed: Walking

The SUMP for the city of Šiauliai scored an average of 38. The categories of 'Assess current and future performance', 'Involve citizens and stakeholders' and 'Arrange for monitoring and evaluation' achieved the highest scores.



Walking is the transport mode which was analysed within the SUMP and the shared mobility is the mobility trend which was analysed within the SUMP. Air pollution and traffic noise have been analysed as the mobility related issues for the SUMP. SMART targets have been defined for some of the objectives and output indicators have been identified. Infrastructure measures are included in the SUMP, and a systemic criteria-based assessment process was employed to assess the contribution of measures to achieving the agreed vision, objectives and targets. All the indicators are monitored at least every 5 years. In terms of the modal split, private vehicles correspond to 42% of the population, public transport to 30%, walking to 27% and biking to only 1%. Within the SUMP, a lot of attention has been given to non-motorised transport.



Source of data: Own estimate (not based on structured data collection)

2.2.5 Panevėžys

Population size: 50,000 to 100,000

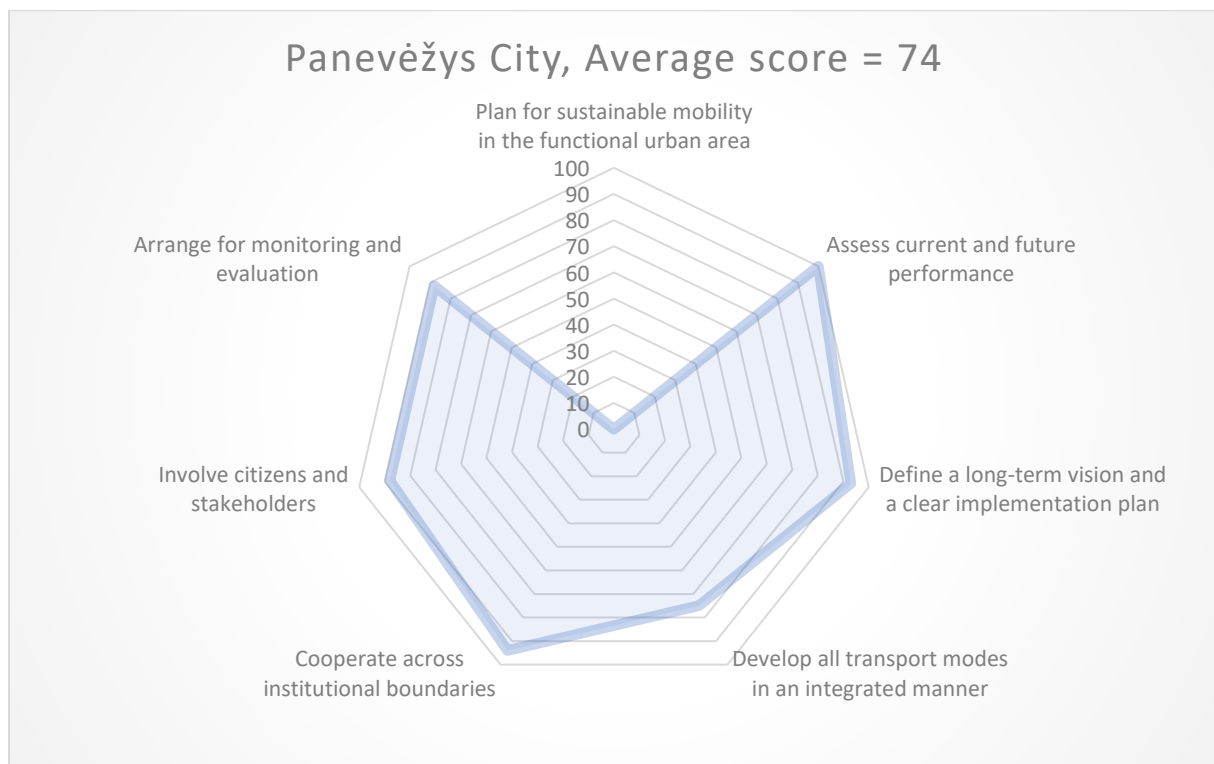
Geographical scale of SUMP: City level

Mobility related issues analysed: Air pollution and traffic noise

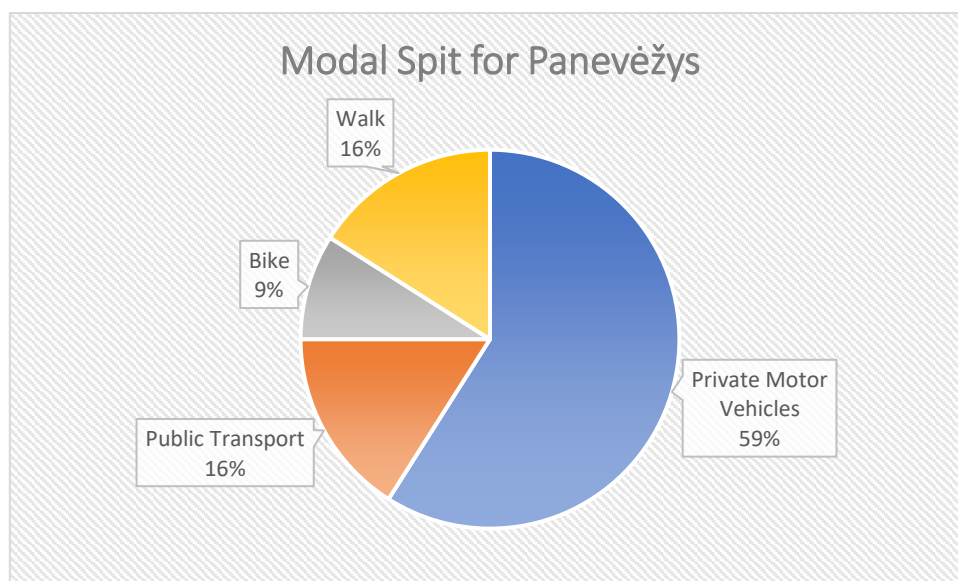
Mobility trends analysed: Shared mobility

Transport modes analysed: Walking

The average score for the SUMP of Panevėžys city is 74. It achieved the highest results in the categories of 'Assess current and future performance', 'Define a long-term vision and clear implementation plan', and 'Cooperate across institutional boundaries.'



Walking is the transport mode which was analysed within the SUMP and the shared mobility is the mobility trend which was analysed within the SUMP. Air pollution and traffic noise have been analysed as the mobility related issues for the SUMP. A comprehensive set of objectives address all important problems, and the vision is supported by the administration and most external stakeholders. SMART targets have been described for most of the objectives. The SUMP includes technical measures and output indicators have been defined for the SMART targets. In terms of the modal split, private motor vehicles are the most popular mode with 59% of the population using it, while public transport and walking correspond to 16% of the population each, and biking to 9%. Within the SUMP, a lot of focus is given to public transport, non-motorised modes, multimodality, safety and security, road transport, urban logistics and mobility management. Intelligent Transport systems received moderate attention.



Source of data: Traffic count, travel survey, data from the public transport operator, or similar

In terms of institutional cooperation, all relevant departments were involved in the SUMP development, and authorities from some neighbouring municipalities were involved as well. The SUMP is considered as the main guidance document for transport planning by the administration and by some external stakeholders.

3 Conclusions and observations

Lithuania consists of 60 municipalities, out of which 40 took the self-assessment questionnaire in the framework of our activity. All municipalities have been invited to take the survey as a necessary preparation of the SUMP training organised on the 18th of October in Vilnius, however only 40 municipalities took the survey. As a general remark, most of the responses submitted were rather incomplete or were not lacking the necessary detail, an aspect which influenced the analysis and the overall conclusions which could be drawn from the responses. In addition, the conclusions chapter has been expanded to include the main insights captured during the SUMP workshop organised in the framework of the SUMP training on the 18th of October.

Out of the 40 survey respondents, there are 5 urban nodes and 19 municipalities with a comprehensive strategic mobility plan, while the remaining 16 are municipalities interested in assessing their current mobility planning activities and looking at developing a strategic mobility plan in the future. There are currently 21 municipalities which already have a SUMP, out of which 19 took the assessment survey and thus provided valuable insights into the planning processes in their local context. In terms of size, most Lithuanian municipalities that took the survey are small or medium sized cities with a population less than 25,000 inhabitants, which form the largest group of municipalities in the country.

An overview on types of municipalities:

- 2 Lithuanian cities are part of the 100 mission cities: Vilnius and Tauragė.
- 5 Lithuanian cities are urban nodes on the TEN-T network and have a SUMP already: Vilnius, Kaunas, Klaipėda, Šiauliai and Panevėžys.
- 3 municipalities have an airport: Vilnius, Kaunas and Palanga.
- 1 municipality is a maritime port: Klaipėda.

The workshop discussions in the session dedicated to “SUMP in small and medium sized cities” provided insightful information that is completing the picture offered by the survey. According to the discussions, constant shrinking of small municipalities is a real threat and has as a consequence the fact that these municipalities receive less attention in terms of investments. In general, public transport system and quality of PT services is an issue, while sharing services are not considered a viable option. Active modes (walking and cycling) have a high share in the local modal split.

The survey revealed the fact that most of the SUMPs developed in Lithuanian municipalities are focusing on the city level and less on the functional urban area or regional level, with only 17 out of 40 responses. Moreover, 33 municipalities have been working at the city level in terms of planning mobility activities, while 5 have been working in the functional urban area level and only 1 at the regional scale. The remaining municipalities did not input the administrative level of their mobility planning activities or SUMP. This aspect is relevant in understanding the fact that the planning level for sustainable mobility has been generally focusing on own administrative borders rather than on the wider metropolitan or functional urban area, however the survey limitations could not reveal aspects related to correlation between different planning documents and strategies in terms of mobility and urban development aspects i.e. urban sprawl, commuting patterns, distribution of urban functions and work places, between administrative units part of a functional area. The fact that 6 respondents are considering developing their first strategic mobility plan at the FUA level is a sign that the trend is to enlarge the geographical scope and take into consideration collaboration at a wider level and correlation of policies.

Moreover, even if not captured in the survey, planning at the neighbourhood level was extensively discussed during the workshop. During discussions, the concept of 15-minute city (in short 15mC) has been debated and planning readiness as well as advantages and disadvantages of implementing the concept in municipalities has been mostly what participants were interested in. Some / many cities already have enough diversity as a precondition for the 15mC. A 15mC must not only mean that there are services within 15 minutes but that there is good (!) services within 15 minutes. Among the advantages of the concept, the 15mC facilitates active mobility and therefore contributes to public health, and it saves time and money for people. Moreover, it can help to reduce rush hour and the reliance on the private car. Cities are eager to explore this concept further with support from experts should be involved as well as dedicated teams to collect and explore visionary and innovative ideas.

What makes it difficult to achieve 15mC is the predominant sprawling settlement pattern. "Parent taxis" are a big problem. The 15mC works well only if there are enough and attractive public spaces where people like to walk and cycle. Lack of universal design can be a stumbling block towards the 15mC (i.e., if walking and cycling routes are not barrier-free). If a 15mC means that people leave their neighbourhood less often, there is a risk of social "bubbles" and isolation. Not everyone might like the idea of a 15mC, and this can translate into a lack of public acceptance.

Most municipalities followed the concept of integration between relevant local plan, strategies and policies when developing the SUMP.

The aspect of monitoring at the level of SUMP planning revealed that measurable (SMART²) targets have been identified for monitoring the SUMP implementation progress for the majority or for some of the objectives set. Most municipalities identified **output indicators** (e.g. newly built infrastructure, implemented programmes or policies) or **transport activity indicators** (e.g. motorisation rate, modal split) for which SMART targets have been defined.

Related to data generation and usage for planning and monitoring / evaluation, the workshop discussion with municipalities highlighted the importance of data for a better decision making and planning process. Participants highlighted the fact that data also plays a major role for smart city development. Generally, data is available (especially for Vilnius) but no collective, accessible database also due to lack of technology and funding sources. Open data and more automation of data collection have a huge potential. Cyber security is becoming an issue to protect data and its systems. One recommendation was that a country-wide data-based strategy for priorities, KPIs, monitoring and forecasting is necessary.

When referring to the assessment of the current mobility situation, the survey revealed the following focus areas of municipalities:

- **Air pollution and traffic noise** and **traffic safety** has been a concern for a large part of the participating municipalities.
- In terms of the trends analysed for the SUMP, **shared mobility** and **electric mobility and clean fuels** have been at the forefront of most of the respondents. Moreover, **multimodality (integration of transport modes)**, and **mobility management for target groups with specific needs** have been focused upon in several municipalities. The transport mode which is at the focus of planning in most of the municipalities is considered **walking**, followed by **cycling**.
- There is **less interest in urban logistics** which might be due to the less complex problems caused by logistics in small and mid-sized municipalities, in comparison to larger ones.

² <https://www.eltis.org/it/mobility-plans/activity-62-agree-measurable-targets>

- **Non-motorized transport modes** have been mostly considered in the SUMPs.

Outside the survey, the concept of urban vehicle access regulation (UVAR) and more specifically low-emission zones (LEZ) has been presented and discussed during the workshop to understand the acceptance of municipalities. Municipalities identified certain positive aspects and potential UVAR measures which could be beneficial and support not only tackling bad air quality, but also safety. One example was related to planning of school streets alongside parking regulations around schools, and access of freight and delivery vehicles in the city area.

Most of the measures included in the developed SUMPs (over 56%) are either **technical measures** such as smart ticketing for public transport, or **infrastructure measures** such as bicycle lanes, redesign of public space etc.

According to the responses, the **aggregated modal split in Lithuanian municipalities** reveals that there is a relatively high modal share of private motor vehicles (56%), with walking on the second place (21%), then cycling (12%) and only 11% for public transportation.

Aspects such as institutional cooperation have been touched upon the survey as well. The SUMP development process itself involved either all or only some of the relevant departments of the respective municipalities.

In terms of measure implementation funding received by the respondents, the survey could provide the information that some municipalities **managed to fund all or some of the measures**, which is linked to the fact that an SUMP action plan and a clear implementation plan are in place and municipalities have been active in realising the investments necessary for reaching their objectives and connected targets.

In conclusion, the Lithuanian cities have experience in SUMP development and implementation at the city scale level. Most municipalities seem to work on an update of their SUMP, and some are interested in developing one, and in general have the ambition to raise the level of quality and look into innovative aspects of SUMP implementation.