Lost in the City
Searching for urban vitality in city centre of Kaunas

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COMPLEX CITIES

P5 PRESENTATION

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Keywords
- city centre
- public space
- urban life
- street vitality
- shifted centralities
- infrastructures
- public transport
- Eastern Europe
- meeting place
- urban society
- urban structures
- transition economies
- market oriented economy
- commoditization of land

How to reuse public spaces as a tool to recreate vital city centre of Kaunas which is used by a new capitalist society that emerged after the fall of USSR?
Content

READING THE CITY
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INTRODUCTION
Kaunas region

Population: 355,550
Jonava: 34,528
Kedainiai: 30,214
Prienai: 11,131
Garliava: 13,423
Raudondvaris: 4,092
Birstonas: 3,138
Kaisiadorys: 10,002
Ziezmariai: 3,852
Vilkija: 2,326

Kaunas district facts

Population: 677,270
Area: 8,089 km²
Density: 84.8/km²

Agriculture: 25.9%
Trade: 10.0%
Construction: 31.4%
Financial intermediation: 13.6%
Public administration: 14.9%
Industry: 4.2%
Regional infrastructure

The meaning of city centre in a regional context

Total area of Kaunas city
157 km²

Population
353,800

Density
2,253 /km²

Students
50,000
Under the rule of Tsarist Russia
1795 - 1915
First republic of Lithuania
1918 - 1940
Expansion during Soviet era 1945 - 1991

Population growth:
- 1915: 80,000
- 1945: 150,000
- 1991: 350,000
- 2008: 420,000

The map illustrates the expansion of the city during the Soviet era, with significant population growth between 1945 and 1991.
City centre is well connected with the rest of the city by Public transport network.

Number of trips by public transport:
- 1995: 80%
- 2008: 60%

Transport modes:
- Trolleybus
- Bus
- Minibus
Density of people

High rise residential districts

Big open green spaces

Active public space in neighborhood centre
Industrial territories

26% of economic sector
Post-socialist city 1991 - until now
Number of private cars

130/1000 1995
400/1000 2008

Wide roads on the edge of historic centre

Inner courtyards filled with cars
Commercial land use and big shopping centres

Car oriented economies

Shopping mall in the centre of Kaunas

Commercial activities along the main streets
Shopping mall - Sprawl - Highway - Car oriented business
Private house
35% of total living area occupies single family houses.
16% of people live in private house.
New expansion areas

Kaunas general plan 2010

Commoditization of land

Parcelling of agriculture land for single family houses
City is expanding along the highways
Dominating industrial sector is along the highways
Commercial activities are situated along main roads
Regional connectivity is driving force for cities expansion
Conclusions

river network / pedestrian network

railway network / horse tram

public transport network

car network

medieval city

tsaristic city

socialist city

post-socialist city
**Considerations**

<table>
<thead>
<tr>
<th></th>
<th><strong>CITY / suburbia</strong></th>
<th><strong>CITY CENTRE</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>MOBILIZATION</strong></td>
<td>More highways, traffic congestion</td>
<td>Bigger roads, Pedestrian unfriendly environment</td>
</tr>
<tr>
<td><strong>COMMERCIALIZATION</strong></td>
<td>Car oriented economies</td>
<td>Not desired shopping areas in the centre because of low car accessibility</td>
</tr>
<tr>
<td><strong>COMMODITIZATION</strong> of land</td>
<td>Land for sale, suburbanisation</td>
<td>Empty houses and neglected spaces because of the high market price</td>
</tr>
<tr>
<td><strong>PRIVATIZATION</strong></td>
<td>private property</td>
<td>Neglected communal spaces because of ownership, management, maintenance problems</td>
</tr>
</tbody>
</table>

Metropolitan networks and new technologies enabled the larger region to be accessible for Kaunas citizens.
60% of trips are being done by public transport and city centre is very well connected with the rest of the city. Regional roads are going through or are leading to the city centre. City centre have scale suitable for pedestrians. Cultural centre. Public / administrative centre.
Kaunas region which has the economic power to expand the city, will be re-connected back into the city centre by different infrastructure networks which will be linked together by re-organized public space network in the city centre what shall create more opportunities for different activities, economies and actions to emerge and shall bring the urban vitality back to the city centre.
Well organized metropolitan Hubs will connect city centre with the region via public space.

Upgraded Public transport will exploit advantages of socialist city.

New public spine will create active, mix use, pedestrian oriented and diverse backbone for the city centre.
STRATEGY
New centralities
Connectivity potentials
Kaunas from its origins to the fall of Grand Duchy of Lithuania
14TH CENTURY - 1795

Lituanica centre
Under the rule of Tsarist Russia
1795 - 1915
**Territorial potentials**

**Lituanica centre**
- Old industrial sites
- Close to the old town
- Natural environment qualities
- Main roads are leading and intersect here

**Station area**
- Bus and Train stations
- Former industrial territories
- Large areas for conversion
- Smaller ring road
Actions

Lituanica centre:
Improvement of regional roads, New mini Bus terminal, Park n’ ride facilities, New municipality building, New commercial centre.

Station area:
New combined bus and trains station, New tunnel for smaller ring road Park n’ ride facilities, New business district, New public space connecting station, local market, new business district with public spaces in the existing city centre.
Reorganized car traffic - pedestrian zones

Smaller ringroad
Large distances
Public transport in Kaunas

60% of trips are made by public transport in 2008

- Trolleybus: 41% passengers per working day
- Bus: 21% passengers per working day
- Minibus: 38%
Comparing Trolleybus and Bus networks

**Trolleybus network**
- Length of the routes - 374 km
- Total travelled distance - 32.670 km/day
- 41% of total passengers

**Bus network**
- Length of the routes - 1042 km
- Total travelled distance - 31.000 km/day
- 21% of total passengers
## Bus Rapid Transit system

<table>
<thead>
<tr>
<th>Conventional Bus services</th>
<th>Basic bus ways</th>
<th>BRT - lite</th>
<th>BRT transport</th>
<th>Full BRT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Publicly or privately owned</td>
<td>Segregated bus way / single corridor services</td>
<td>Some form of bus priority but not fully segregated bus ways</td>
<td>Segregated bus ways</td>
<td>Metro-quality service</td>
</tr>
<tr>
<td>Often subsidized</td>
<td>On-board fare collection</td>
<td>Typical pre-board fare payment</td>
<td>Higher quality stations</td>
<td>Integrated networks of routes and corridors</td>
</tr>
<tr>
<td>On-board fare collection</td>
<td>Basic bus shelters</td>
<td>Improved travel times</td>
<td>Pre-board fare collection</td>
<td>Closed, high quality stations</td>
</tr>
<tr>
<td>Stops with posts or basic shelters</td>
<td>Standard bus vehicles</td>
<td>Higher quality shelters</td>
<td>Frequent and rapid service</td>
<td>Modern, clean vehicles</td>
</tr>
<tr>
<td>Poor customer service</td>
<td></td>
<td>Clean vehicle technology</td>
<td>Marketing identity</td>
<td>Marketing identity</td>
</tr>
<tr>
<td>Standard bus vehicles</td>
<td></td>
<td>Marketing identity</td>
<td></td>
<td>Superior customer services</td>
</tr>
</tbody>
</table>

- Local integration in the urban fabric
- Advanced bus / trolley bus stops and stations
- Car traffic free - independent bus corridor

*Institute for Transportation & Development policy*
Public transport corridor - connects main elements in the centre

MiniBus terminal - Municipality - Market square - Presidents house - Theater quarter - Museum quarter - Shopping mall / sports arena - Train / Bus station
New Bus Rapid Transit line

Cover 80% of total population
Connect main commercial centralities
Local integration within different morphologies using TOD principle
Regional integration via metropolitan transfer hubs
Implementing the corridor
New types of public spaces

- BRT line
- Pedestrian route
- Car traffic

Spaces accessible by pedestrians
Spaces accessible by public transport
Spaces accessible by cars
Expanded public space network
**Stakeholders**

**GOVERNMENTAL:**
National government, Municipality, Ministry of culture, Ministry of education, Universities, EU funds for cultural activities and projects,

**SOCIETY:**
Local residents, Public organizations

**INVESTORS:**
Creative industries, International enterprises, Local developers, Local enterprises

**Actions**

Stimulation for public functions and creative industries.
Attraction of international events and taking advantages of the conditions that it creates.
New public spaces will create more public and culture oriented spaces in the centre.
New creative and public zone will create clusters and districts for different activities.
Extending residential neighborhoods

Living: 17,800
Arriving: 82,900

Living: 8,550
Arriving: 11,900
Recycling ‘lost’ spaces - improving urban quality
STATION AREA
Evaluating the buildings in the area

- Red: Valuable and Reusable
- Blue: Reusable but not Valuable
- Orange: Not Reusable but Valuable
- White: Not Valuable and not Reusable
Vision

Networks of flows  Active public backbone  Mix functions and program
Connecting main places - implementing public transport corridor

**Stakeholders**

**GOVERNMENTAL:**
Municipality, local administration, Train station, Bus station, Ministry of transport, EU funds for infrastructure, Rapid bus line company

**SOCIETY:**
Land owners, Local developers, Local enterprises

**INVESTORS:**
Private developers, Private investors, Private transportation companies

**Actions**
Large scale infrastructure projects to combine stations together and create smaller ring road tunnel.
Rapid bus line corridor implementation, restructuring of the existing traffic.
Pedestrian oriented spaces
Stakeholders
GOVERNMENTAL:
Municipality, local administration, Station company, Ministry of transport

SOCIETY:
Local residents, Land owners, public organisations, cultural organisations

INVESTORS:
Private developers, Private investors, international investors, international enterprises

Actions
Establishment of public private partnership for the new square in the business district.
Attracting large public function to be placed here.
Providing well designed square for different activities.
Providing park n’ ride facilities.
Active public spaces
Recycling undefined courtyard
Reorganising the block

Access to the buildings directly form the street

New inner public space will create access from the inside

The entrance points have to be visible and recognizable

Block in the middle creates more private spaces

Open block creates less formal environment
Making inner block - block in BLOCK

Stakeholders

GOVERNMENTAL:
Local administration, Municipality

SOCIETY:
Local residents, Land owners, Local developers

INVESTORS:
Private developers, Private investors

Actions

First of all public private partnership model have to be established. Urban plan and possible restructure of the inner spaces will provide new public space around which new development could take place.
Informal spaces
Undefined inner courtyards in other blocks
Expanded public spaces
Evaluation
The use of the city centre have decayed in last 20 years what resulted in empty public spaces

**Why city center was actively used before?**

- Centre for all functions
- Administrative centre
- Leisure centre
- Cultural centre
- Commercial centre
- Touristic centre

- Horse tram
- Public transport
- Main roads
strategy

- metropolitan hubs
- public transport
- public backbone

design

- places of flows
- active public backbone
- mix functions, diverse environment
THANK YOU